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BADGES

MK1 Boot scripts: Mini or Cooper / Seven / Austin	£13.49/£8.06/£11.94
'S' Script - MK1 (Large or Small)	£8.38 each
Boot lid scripts: 1275 / 850 / 1000	£17.10/£10.32/£12.55
Austin Cooper / 'S' Bonnet MK1	£15.23
Morris Cooper / 'S' Bonnet MK1	£39.59
Morris Cooper / 'S' Boot MK1	£31.44
Cooper 'S' MK2 Boot insert - Austin / Morris	£11.70
Cooper 'S' MK2 Boot bezel	£33.96
Cooper MK2 Bonnet insert - Austin	£13.84
Cooper MK2 Bonnet bezel - Austin / Morris	£18.11 each
Mini Minor MK1 - Boot	£23.99
Austin / Morris Cooper 'S' MK2 - Bonnet insert	£11.80/£13.06
Austin / Morris Cooper 'S' MK2 - Bonnet bezel	£18.11 each
Morris MK1 - Bonnet badge	£35.34
Austin MK1 - Bonnet insert	£23.94
Austin MK1 - Bonnet bezel	£22.63
MK3 Cooper 'S' Boot	£21.60
Mini Special boot badge	£21.60
Speedwell cast badge	£16.08
1275 GT boot - Red or Black	£21.60 each
1275 GT boot - Silver or Black	£22.25 each
1275 GT grille badge	£12.00
Mountain rocker cover plate	£10.21
Mk1 Horn push - Austin or Morris	£49.62
B.M.C. Rosettes, S.T. stickers, engine bay/Rocker cover stickers, etc., all in stock - Please call/email for our extensive range!	
1275 GT stripes (8 colours in stock)	£25.54
Clubman Estate stripe sets	£54.00
Winged Mini badge (Non Genuine)	£9.00
GB badge (chrome on brass)	£18.00
Paddy Hopkirk accelerator pedal	£8.12

SUSPENSION & STEERING

Spax/Koni gas adjustables (Std, Lowered or Estate)	£71.99/£70.98 each
Standard shocks / Gas-a-just	£15.34/£33.94 each
Comp bump stop kit (front/rear) Hydro only	£23.48
Steering racks outright	£69.72
Reconditioned radius arms (exchange)	£94.80
Hydrostatic pipes - Nylon / Copper	£42.00/£33.78
Knuckle joint	£4.08 each
Swivel joint kit	£10.73 per hub
Track rod ends (Genuine / Non Genuine)	£14.39/£5.40
Steering rack boot kit (pair)	£5.94
Front subframe - Front mount / Rear mount	£4.20/£5.94
Displacer dust cover	£9.64
Bottom arm bushes	£1.80 each
Tie rod bushes	£1.08 each
Front towing eye	£10.20
Negative camber bottom arms 1.5 degrees	£53.76 pair
Adjustable tie rods (road use)	£21.60
Adjustable rear camber brackets	£48.64 pair
Adjustable suspension units - Standard / Competition	£26.64/£30.13 pair

MANIFLOW EXHAUST SYSTEMS

The only exhaust system with a three year guarantee

Twin box - Side or Centre exit	£110.04
Single box - Side or Centre exit	£81.48
Manifold stage 2 L.C.B. - Standard / Injection	£105.00/£126.84
Manifold L.C.B. Standard / Big bore / Injection	£81.48/£199.92/£99.96
Manifold freeflow suits 850 / 998 / 1098	£81.48
Van/Estate - Single box / Twin box	£115.92/£141.96
Catalyst back - Single / Twin box	£103.32/£130.20

OTHER EXHAUST SYSTEMS

RC40 - Twin box / Single box	£64.80/£51.24
Works replica rally system (STR807)	£213.36
Sportex rear box single tailpipe	Phone for Availability
Manifold gasket - Standard / Big bore	£118/£53

ACCESSORIES

Top quality car covers - Waterproof / Indoor / Dust	£100.50/£55.24/£43.16
Clear indicator lens kit including bulbs - Early / Late	£7.66/£8.68 pair
Clear rear lens kit including bulbs	£31.20
Stainless dipstick A+	£10.20
Chrome wiper bezels (including nut & gaskets)	£6.90 pair
Stainless wiper blanks	£5.62 pair
Chrome twin washer jets (no drilling required)	£6.48 pair
Deluxe gear knob (leather or wood)	£8.09 each
Steering column dropper bracket	£3.00
Seat adjuster kit	£4.39
Carb dashpot covers 1.25, 1.5, 1.75	£15.95 each
Grille buttons - Quick release (Black / Chrome)	£19.34/£8.56
Rocker cover buttons / T-Bars	£8.16/£6.96
Paddy Hopkirk accelerator pedal	£8.12
Bonnet straps - Leather / Rubber	£10.50/£5.40
Internal bonnet release kit	£23.65
Bonnet pins	£9.19
Stainless headlamp peaks	£15.26 pair
Quadoptic Halogen headlamp kit - RHD/LHD	£47.59/£57.07
Wheel spacers - 3/8, 3/4, etc.	£19.19/£23.32
Rear fog lamp	£17.40 each
Alloy rocker Cover / Chrome cap	£30.60/£6.90
B.M.C. green engine paint - Brush-on / 400ml Aerosol	£12.92/£12.24
Trilock lighting wheel nut set	£19.92
Competition top engine steady - 998 / 1275 / Injection	£25.54 each
Broken steady bar bolt kit	From £18.00
Budget driving lamp set	£33.17
Dummy RHD filler neck	£9.00
Motolita steering wheels in stock	From £222.77
Mountney steering wheel 13" vinyl	£39.78
Mountney steering wheel 13" black/coloured leather	£62.74
Mountney steering wheel 14" wood	£78.23
Mountney steering wheel Boss kit	£16.63
K.A.D. Quickshift - Rod / Remote change	£128.40/£78.54
Electronic ignition kit - Aldon / Lumenition	£95.12/£132.30
Central locking kit	£101.80

CHROME & BRIGHTWORK

MK1 & MK2 door handles - Single / Pair	Phone for Availability
MK1 & MK2 Matching handle & boot lock set	£144.90
Barrel sets (3 matching locks with keys) MK1 & MK2 / MK3	£34.19/£27.07
MK1 & MK2 Van, etc. (internal door opening handle)	£27.34
Chrome boot handles MK1 & MK2 / MK3	£26.10/£27.30
Period 60's locking fuel cap	£23.50
Stainless bumper - Budget / Polished (Non Genuine)	£58.06/£60.04
Van/Pick-up quarter bumper - Chrome / Black	£17.17/£49.72
Black bumper (Non Genuine)	£49.94
S/S overrider kit x 4 - Undrilled / Drilled (including fixings)	£18.10/£81.98
Corner bar kit x 4 (including fixings)	£60.48
Cooper grille - 8 slat	£53.42
Cooper spot lamp grille - Internal / X release	£98.70/£102.90
Spot lights for above	£33.17
MK1 Morris Cooper grille	£84.18
MK1 Austin Cooper grille	£88.20
MK3 / Mayfair chrome grille - 11 slat	£65.62 each
MK1 Austin grille	£90.85
MK1 Moustache / Moustache whisker	£92.70/£10.44
Clips for above	66p
Grille surround kit - 3 piece	£39.13
Stainless wiper arms - RHD or LHD (British made)	£8.70
Stainless wiper blades (British made)	£7.92
Stainless door mirror (standard fitment type including plastic plinth)	£22.85
Chrome plinth for above	£9.61
Racing 'bullet' mirror top quality plinth mounted	£34.44
Stainless 'Clip-on' overtake mirror	£36.54
MK3 handle set (3 piece) / with MK1 boot lock	£101.74
Stainless headlamp stone guards	£14.35 pair
Period wing mirrors	full range in stock please ask
MK1 & MK2 door bin trim	£13.84 each
MK1 & MK2 stainless window channel support	£22.45 each

Door kick plate (suits MK1 & MK2)	£16.70
Headlamp rim (Genuine / Non Genuine)	£19.91/£7.30
Cooper 'S' Flat top ashtray	£12.90
Small hub caps - Chrome / Stainless	£27.11/£22.45
Original British made Aston & Monza caps	full range in stock please ask
Chrome MK3 number plate lamp	£15.32
Chrome - Window winder / Door release handle	£11.65/£16.80

CARPETS & INTERIOR TRIM

Standard carpet set - 9 piece (Black or Charcoal, L.H.D. add 10%)	£49.78
Deluxe carpet set - 9 piece top quality, bound edges, tailored to fit exhaust tunnel, heel mats and seat frame pads now includes full cross member and parcel shelf carpet - Available in the following colours:	
Black, grey, green, red, brown, beige, navy, light blue	£106.19
Deluxe carpet set - Estate, including luggage floor	£156.60
Carpet mats top quality fully tailored (set of 4)	£48.98
Carpet underlay kit cut to fit floor	£37.34
Under bonnet soundproofing set cut to fit Mini / Clubman	£21.44/£25.52
Boot lid liner - ties frame of boot lid includes screws	£15.76
Door check straps MK1 & MK2, etc.	£12.07 each
Dash liners either side of speedo	£19.80 pair
Bulkhead soundproofing pad - Early / Late	£16.02 each
Van/Pick-up millboard door liners - black	£41.94 pair
Dash shelf liner (black)	£17.46
Traveller wood set guaranteed to fit top quality English ash	£960.00
Seat belts: Inertia / Static / Rear lap strap	£40.16/£27.80/£18.52
(colours available: Red, blue, gold and grey)	
We supply quality period interior trim, cobra and corbeau seats!	

SEALS & RUBBERS

MK3 door (1970 onwards) / MK1 & MK2 door	£13.79/£16.85
Van door rubber (special profile)	£16.85
Van & Estate rear door rubbers	£29.62 pair
Clips for above	41p each
Van & Estate door window seals	£29.18 each
Windscreen rubber (One piece) Std/Wide/Rear	£15.32/£16.80/£15.34
Chrome screen filler strip	£6.13
1/4 light seal - '72' onwards / MK1 & MK2 / Fixed	£9.55/£10.20/£7.80
Glass to frame glazing rubber	£5.70 per metre
Lamp to body seal - MK1 / MK2 / MK3	£3.12/£8.40/£7.15
Sliding window channel - Upper / Lower	£9.54/£21.25 each
Clubman Traveller / Estate rear channel - 8 piece (complete kit)	£45.60
Vertical draught excluders	£10.43
Plastic window catches	£6.80 each
Boot seal - 'Clip-on' type / Push-on type	£15.01/£14.29
Arch/Side trim - Chrome OE type / Black	£15.54/£10.74
Waist seal chrome or rubber - Outer / Inner	£16.15/£15.60
Roof gutter trim - Chrome / Black (top quality)	£11.70/£10.74
Door check arm seal - Early / Late	£3.90/£3.54 each

M. MACHINE PANELS

We stock the largest range of M.Machine panels in the south. These are superb quality panels made to original specifications - the only panels to use in a restoration! Listed below are JUST A FEW examples:	
Saloon front to rear floor includes inner and outer sill and jacking point to 1st flute (also available for Van, Pick-up and Traveller)	£104.58 each
as above but to exhaust tunnel	£134.24 each
MK1 outer sill (4 flute)	£19.36
MK1 saloon rear wing	£88.09
Van & Pick-up front panel (pressed integral grille)	£173.57
Cooper 'S' front panel	£159.00
Van & Estate rear valence closing plate	£5.58
Saloon boot floor panels - Side section / Rear section	£24.30/£28.34
Van lower rear corner repair (below light)	£14.04

We stock most genuine Rover and repair panels, examples below:

GENUINE RESTORATION QUALITY	
£116.03 each	NON GENUINE
£213.72	Front Wing MK1 & MK3
£25.64	Front panel - Pre '76 or Post '76
	'A' panel (internal hinges)
	£61.25 each
	£76.91/£66.42
	£14.58

This advert only represents 5% of our stock, please phone 01249 721421 for more parts and prices. All prices in the advert include VAT. E&OE - Prices correct at time of going to press. Subject to change without notice.

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GENUINE RESTORATION QUALITY

E201.52 each	Bonnet - MK3 & MK1	E169.04/E211.52
E97.72 each	Door skin - Internal / External hinges	E43.85/E43.33
E39.16/E21.76	Door frame repair (bottom) MK1/MK2 & 3	E39.16/E21.76
E45.80/E37.46	Narrow sill - Saloon / Estate	E19.62/E26.82
E62.82	Rear valence	E19.37
E487.31 each	Rear subframe - Dry / Hydro	E248.58/E251.56
E114.67	Van / Estate fuel tank	E270.07
E34.91/E53.28	Rear subframe mounting panel - End / Full	E41.68/E85.92
E79.72/E41.68	'A' panel (external hinges) - Inner / Outer	E29.88/E13.32

Panel lists available please call or email us for more details.

NON GENUINE

E201.52 each	Bonnet - MK3 & MK1	E169.04/E211.52
E97.72 each	Door skin - Internal / External hinges	E43.85/E43.33
E39.16/E21.76	Door frame repair (bottom) MK1/MK2 & 3	E39.16/E21.76
E45.80/E37.46	Narrow sill - Saloon / Estate	E19.62/E26.82
E62.82	Rear valence	E19.37
E487.31 each	Rear subframe - Dry / Hydro	E248.58/E251.56
E114.67	Van / Estate fuel tank	E270.07
E34.91/E53.28	Rear subframe mounting panel - End / Full	E41.68/E85.92
E79.72/E41.68	'A' panel (external hinges) - Inner / Outer	E29.88/E13.32

WHEEL ARCHES

Standard black plastic arch kit	E27.38
Stainless wheel arch covers (including sill trims)	E81.52
Group two works arch kit (including piping & screws)	E87.01
Superb quality, no painting required!	E87.01
W & P style arch kit - (includes piping & screws - concealed fixings)	E97.02
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Arch to body piping x 4	E11.40
Cooper Sports-pack arch kit (Genuine Rover)	E450.82

STAGE 1 KIT (998/1275)

Manifold Manifold, RC40 or Manifold system, water heated inlet manifold, fitting kit, uprated needle, tapered air filter, gaskets, water pipe, clips, studs (other combinations available) - Single box/Twin box E244.12/E271.00

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Suspension cone compressor (Metric/UNF)	E75.60
Swivel/flywheel bolt socket	E19.76
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Rear hub puller	E11.38
Valve spring compressor	E28.68
Cylinder honing tool	E45.86
Piston ring compressor (ratchet type)	E17.78
Compression tester	E64.63
One-man brake bleeder	E10.25
Oil filter remover (super heavy duty)	E24.26
Feeler gauge set (imperial 10 blade)	E4.20
Brake adjusting spanner	E5.94
Disc hub/steering wheel socket (inch & 5/16th)	E9.84
Windscreen filler tool	E25.74
Wheel cylinder circlip tool	E11.52

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All gauges available with Black or Magnolia face	BLACK	MAGNOLIA
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Water temperature gauge (electrical)	E41.64	E44.75
Oil pressure gauge (mechanical)	E69.64	E69.78
Clock (analogue)	E79.33	E82.82
Ammeter (-60 +60)	E41.64	E44.75
Voltmeter	E40.45	E44.76
Fuel gauge	E41.64	E44.75
Dual oil pressure/temperature gauge	E116.12	E117.37
80mm settable tachometer (10,000 rpm)	E147.84	E153.42
Dash mounted tachometer - Black / Chrome	E17.58	E24.23
Oil pressure gauge pipe - Nylon / Braided	E7.67	E24.18
Oil Temperature Gauge - Black / Chrome	E41.64	E44.75
Sender adapter boss	E41.64	E19.80

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Walnut door release handles	E48.00 pair
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Walnut gearknob (original Rover specification)	E18.91
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Walnut switch panel cover (various types)	E24.00

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Sportspack (MK4, etc.) E8951.04
Clubman Saloon E12547.08

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Carburettor re-build kits	From E55.25
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HS4 Waxstat main jet	E43.90
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S.U. Uprated needles - Stage 1 & 2 - 988 / 1275, etc.	E15.07
Choke cable - MK1 & MK2 / MK3	E13.80/E10.97
Throttle cable - HS carbs / HIF carbs	E4.74/E5.99
Electric fuel pump - Genuine S.U. / Non Genuine	E96.00/E61.78
Van Front/Rear fuel pipe (includes tank union)	E34.42
Facet pumps - Standard / Silver top / Red top	E43.74/E87.66/E91.18
Filtering regulator - Glass or Alloy bowl	E54.10/E54.42
Glass fuel - Filter / In-line regulator	E9.00/E27.72

GOODRIDGE PERFORMANCE LINES

Braided brake line set (4 lines)	E41.86
Braided clutch hose standard / Verto	E12.70/E15.68
Metro 4 pot caliper conversion set	E52.19
Late Servo brake hose kit	E32.64
Braided oil filter feed pipe '92 - '96	E64.67

BRAKES, DRIVESHAFTS, ETC

Silicon brake fluid - 1L	E40.70
Brake discs - 998 / Cooper S	E48.72/E19.80 each
8.4" Brake disc - Standard / Drilled and grooved	E10.20/E61.08
'S' Stainless caliper piston	E10.21
'S' caliper piston seals	E5.94 each
8.4" Stainless caliper piston	E8.82
8.4" caliper seals	E4.79 per caliper
'S' / 8.4" drive flange	E27.85/E30.48
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Extended wheel studs - 60mm / 80mm	E1.62/E2.64
Timken front disc bearings - Genuine / Non Genuine	E61.13/E14.04
Timken front drum bearings - Genuine / Non Genuine	E61.13/E12.42
Timken rear bearings - Genuine / Non Genuine	E33.56/E11.34
8.4" (late) disc pads standard / Fast road	E14.84/E30.64
MK3 'S' type servo kit (including brackets and pipes, etc.)	E203.28
Brake pipe set complete car (cooper with brass unions)	From E102.56
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Drive coupling rubber (each) / Nylon (pair)	E39.90/E76.86
Single line master cylinder - Plastic / Tin / 'S'	E46.48/E80.64/E79.06
C.V. boot kit - Outer / Inner	E4.20/E5.26
Disc brake front hub (Genuine)	E52.13

PERFORMANCE FILTERS

K+N	Pipercross
E46.32/E44.53	Filter element HS4 / injection Cooper
E93.62	HS4 cone filter
E76.60	HS4 round filter/HS4 back plate
E107.53	HS2 round filter
E97.76	HIF44 cone filter/HIF44 back plate
PIA	Stub stacks
E11.76	Filter cleaner - 1L
E9.28	Filter oil - 400ml / Filter Cleaning Kit
E24.94	Crankcase breather
E129.52/E104.32	571 kit - MPI / SPI
EN/A	Special twin carb filter/HS2 twin back plate

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Whilst we endeavour to source and sell the best quality parts available, we regret we do not cater for concours cars.



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WELCOME



Luke Billing's ultra
lightweight turbo Mini.

We may well still be in the depths of winter, but we've had a great time this month catching some exceptional Minis on camera. Some you'll find in this issue, others will be appearing soon.

It's easy to feel that the whole scene goes into hibernation over the winter months, with the only respite being shows like the NEC Classic Car Show and the British Mini Club's Minifair (see page 30 for our report). Thankfully, this just isn't true and Mini owners are just as busy, just maybe not so visible...

We travelled down to Southwest Wales to meet Luke Billing and his incredible turbo'd Mini. Take a look at the pictures of this car and you'll see that, obviously, it's never going to be in daily use. The omission of wipers (anything to preserve clean lines and save weight as far as Luke is concerned...) means that it's not practical in winter conditions. But I was amazed to find that a Mini this clean wasn't hidden away in a Carcoon with a timelock set to 'Spring'.

Elsewhere, you'll find Marcus Hubbard's incredible supercharged and hydraulically suspended AMC Cub, Jeff Delves's immaculately prepared and infinitely detailed 1330 street racer and the Hazelden's super clean and tastefully



modded Minivan. I hope you'll enjoy reading about these fabulous Minis, as much as we've enjoyed putting the stories together.

The events calendar starts to get busier over the next few months, and we've already got a pretty full diary. The Minifair confirmed to us that even in this post-anniversary year, it looks like it's going to be a busy one. We can't wait to see what the year will bring.

And just in case we don't bump into you at an event, don't forget we want to hear your stories - your potential feature cars, your projects, your events. Drop us a line and let us know. Until next time,

Gerard Hughes
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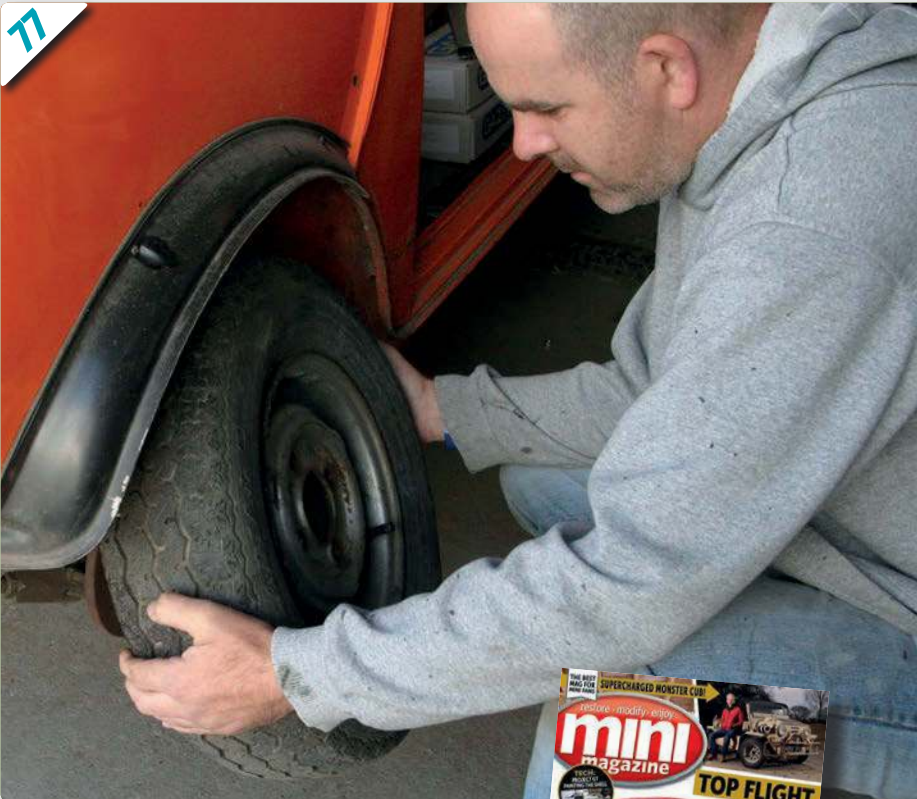
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5" x 12"	Each: £72	Set: (F) £466
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Cooper S Steel

Available in Silver or Old English White



Tyres

Falken Tyres

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165/70/10 - A032	£67
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165/60/12 - A539	£67
165/55/12 - A048	£88
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175/50/13 - A048	£107

Nankang Tyres

145/70 R12 - NA1	£39
175/50 R13 - 72V	£64
145/70 R12 - Winter	£45

Dunlop Tyres

145/70 R10 - Weathermaster	£177
165/70 R10 - Aquajet	£151
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YOKOHAMA

DUNLOP

Lights

Quadoptic Headlamps
Quadoptic H4
Halogen
Conversion
From £44



Headlamps
H4 headlamp assemblies, includes headlamp bowl plus inner bezel, suit LHD or RHD

Pre '97 Mini	From £51
MPI headlamp Mini - with motor	From £81
Headlamp leveling motor - '97 on	£47
Valeo/cibie halogen unit	£69
Halogen crystal headlamp - Angel eye	£45
Chrome headlamp rim	From £10

Indicators

Early - push fit, amber	£7
Early - push fit, clear	£7
Mk3/4 - amber (screw)	£7
Mk3/4 - clear (screw)	£8
Mk5 - clear lamp '97-'01	£12

Side Repeaters

Clear type	£4
Amber type	£3

Rear Lights

Mk1 rear lamp RH/LH	Each £42
Mk2/3 rear lamp RH/LH	Each £53
Mk4 rear lamp RH/LH	Each £45
Rear lenses - Mk1/2/3/4	From £7

Lamp Kits

Rover

Cooper

Lamp Kit

4 lamps & 4 brackets

Full kit: 2 drive lamps & 2 fog lamps	£389
Full kit: 4 drive lamps	£389

Works Lamp Bar Kit

Lamp bar, wiring, 2 drive & 2 fog lamps



Works lamp bar kit	£171
Works lamp bar	£66

Spot lights

Cooper drive lamp (inc wiring)	£77
Cooper fog lamp (inc wiring)	£77
Classic style 5.5" chrome drive or fog lamps	Pair From £31
Classic style chrome driving lamps	Pair £59
Classic Style 5" stainless steel drive lamps	Pair £75
Spot lamp s/steel	Pair £37
Fog lamp s/steel	Pair £37
Drive lamp kit - road runner	£24
Drive lamps rally giant	£46

Grilles

Internal or External
Bonnet Release type

Cooper 8 blade (Internal)	£59
Cooper 8 blade (External)	£59
Cooper with lamp holes	£111
Mk5 wavy classic	£92
11 blade chrome	£91
Grille side surrounds	£12
Grille top surround	£21
Mk1 Austin wavy	£101
Mk1 Austin Cooper	£102
Mk1 Morris Cooper	£86
Mustache surround	£100
Mustache ends	Each £12
Clips mustache ends	Each £1
Internal bonnet release	£36
Grille buttons	From £11

Bumpers

Black	£51
O.E. spec stainless	£64
Chrome	£46
Chrome budget	£39
Stainless	£62
Stainless Mk1	£68
Overider & corner bar set	£156
Overider & corner bar set '97on	£156
Overider Mk2 - Chrome set	£58
Overider Mk2 Stainless set	£86
Overider & corner bar stainless set inc bumpers	£285

Mirrors

Stainless, door	Each From £20
Black, door	Each From £22
Chrome bullet - wing	Each £14
Chrome bullet - door	Each £33
Downton style	Each £22
Cooper - white	Pair £53
Cooper - chrome	Each £33
Clip on classic	Each £22

Brightwork

S/S Headlamp peaks	Pair £10
S/S Headlamp stoneguards	£11
Mk3 chrome no. plate lamp	£21
Stainless seam mouldings	Pair £26
Boot Hinges - chrome	£13
Plain door handle scoops	£8
Union Jack badge	£5
Cooper boot badge '96 on	£13
GB Boot badge	£5
Cooper S Mk3 bonnet badge	£25
Stainless interior mirror	£25

Fuel Caps

Monza style - chrome flip	£29
Aston style - chrome	£19
Locking fuel cap	£15
Standard locking	£15
Cooper Monza type chrome with adapter RH or LH	£39

Wheel Arches



Special Chrome Sports pack Group 2 2 Race

Special arches, black	£25
Chrome covers for special arches	£125
Monte Carlo style	£76
Sports pack style - glassfibre arches	£106
Group 2 glassfibre arches	£64
Group 2 race glassfibre arches	£69
Group 5 race	£84

Mud Flaps



Genuine Rear

Mini logo Pair £38 Cooper logo Pair £38

Mini Covers



Indoor/outdoor car cover	£65
Indoor car cover	£68
Saloon indoor cover with zip door entry	£132
Saloon outdoor cover with zip door entry	£191
Traveller outdoor cover with zip door entry	£374
Cooper indoor fleece cover	From £266
Paddy Hopkirk indoor fleece cover	£268

Steering Wheels



Moto-Lita Boss Kits Mk1, to76 or 76on	
Black with cap or horn control	£66
Polished with cap or horn control	£97

Moto-Lita Steering Wheels

Flat or dished spokes	
13" Woodrim - polished spoke	£176
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13" Leather - polished or black spoke	£176



Other Steering Wheels

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All combinations available.

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Alloy interior handle sets

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Mk3 set, early	£104
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Extensive range of gauges by Smiths and Cooper Car Company. Available with black or magnolia faces, and chrome or black surrounds

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Cooper Gauges

Cooper voltmeter	£65
Cooper water temperature	£65
Cooper oil temperature	£65
Cooper 12hr clock	£110
Cooper oil pressure	£90

Gear Knobs & Levers

Gearknobs

Alloy with gear shift pattern	£11
Alloy without gear shift pattern	£11
Cooper 500 style 4 speed	£14
Burr plain gearknob	£24
Cooper alloy gearknob	From £40

Gear Levers

Gear lever QuickShift kit - rod change	£34
Gear lever QuickShift kit - remote change	£33



Seatbelts



Belts available in Black, Red, Blue, Beige or Grey

Inertia reel type

Front - black	£32
Rear - black	From £33
Front - red	£45
Rear - red	From £45
Front - blue	£55
Rear - blue	From £45
Front - beige	£50
Rear - beige	From £51
Front - grey	£55
Rear - grey	From £52

Static type

Front - black	£28
Rear - black	£22
Front - red	£40
Rear - red	£36
Front - blue	£44
Rear - blue	£36
Front - beige	£40
Rear - beige	£36
Front - grey	£40
Rear - grey	£36

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COBRA

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Monaco	From £209
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Estate	From £137
MPI	£123
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Door and Rear Quarter Panels

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Carpet Mat Sets

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Gear knob polish & Anodised - black	£45
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Window winder - black or silver	Pair £120
Door opener - black or silver	Pair £99
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Rocker cover buttons badged logo - black or silver	Pair £49
Dipstick engraved logo - black or silver	£45
Dipstick badged logo - black or silver	£39
Handbrake grip - silver	£39
Grille buttons engraved logo - black or silver	Pair £47
Grille buttons badged logo - black or silver	Pair £40
Seat tilt knob engraved logo - black or silver	Pair £47
Seat tilt knob badge logo - black or silver	Pair £40
Red metal bonnet centre badge	£30
Cooper bonnet stripes	Pair £36
John Cooper signature decals	Pair £43
Seat extension brackets	Pair £22
Chrome fuel cap - left or right	£39
Indoor car cover	From £266
Cooper leather key fob	£9
Stainless door sill edgings	Pair £50

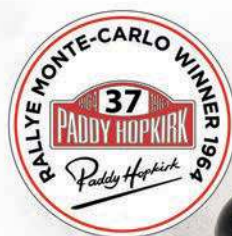


Cooper 8.4" Vented Brake Kit
Kit includes discs & these stunning 'Brilliant red' aluminium calipers with a reflective logo.
Kit £799



Aluminium Air Box Induction Pipe
High performance billet Cooper S Works induction pipe suitable for use on all MPI model Mini's.
Alloy Induction Pipe £150 Kit £192

COOPER CAR COMPANY in association with Mini Sport Ltd.



8.4" Vented caliper kit	£577
Quickshift gearlever kit	£58
Alloy gearknob - black or silver	£28
Alloy T-bar set - black or red	£28
Alloy rocker cover	From £43
8-Piece alloy door handle set - black or silver	£220
Indoor car cover	£268
Leather Key Fob	£8
Luxury car mat set	£47

The Full Paddy Hopkirk Collection is available online at minisport.com

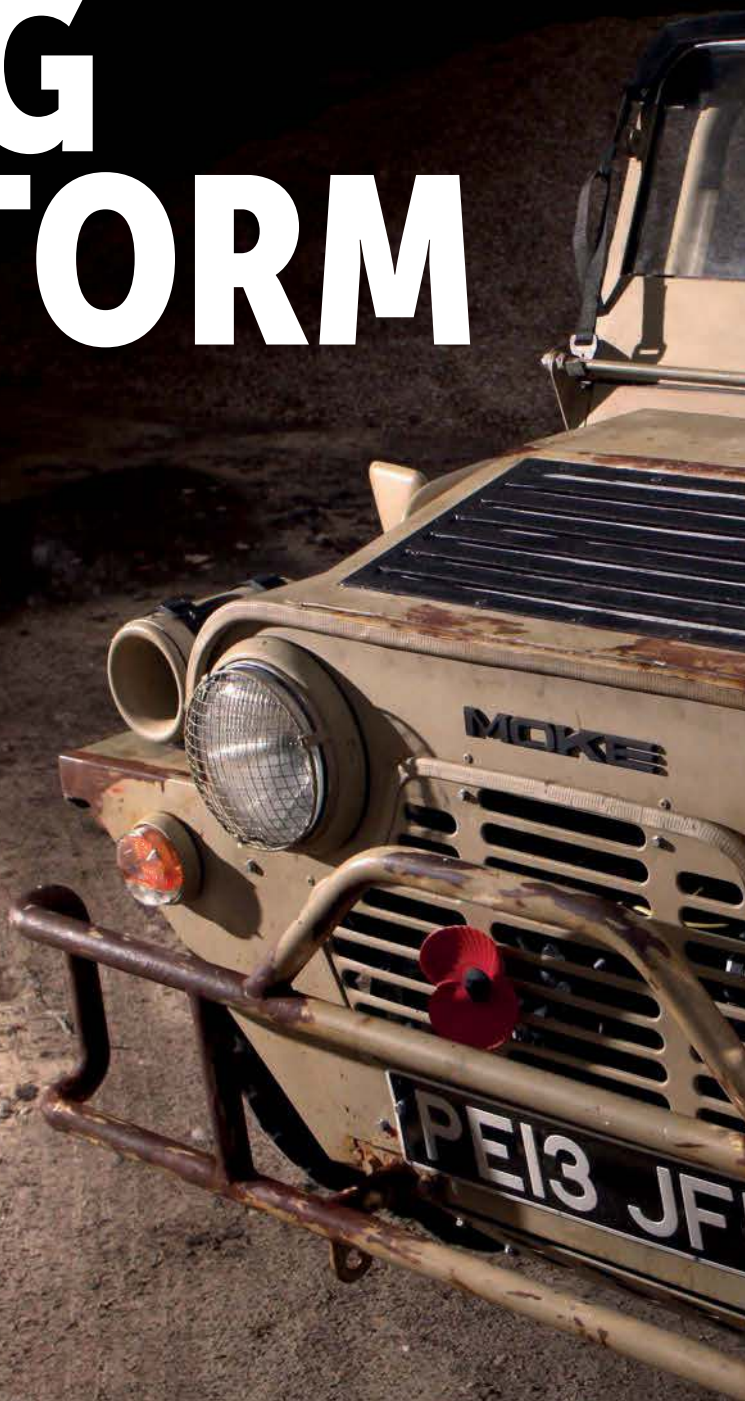
SUPERCHARGED CUB

Words Holly Daffurn Photography Gerard Hughes

KICKING UP A STORM

Beneath that rough and ready exterior, Marcus Hubbard's Cub hides a whole load of trick engineering...

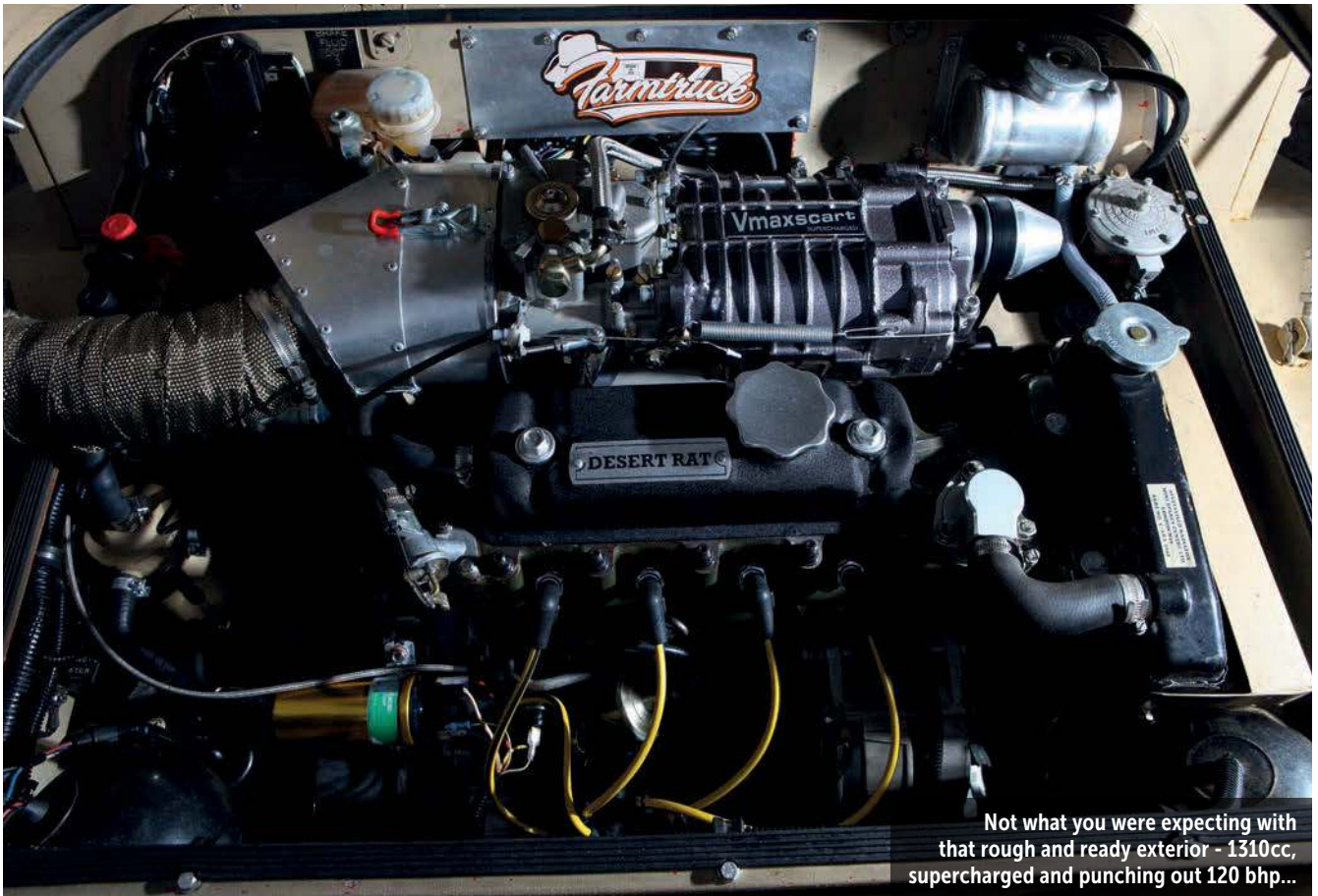
Even when you think you've figured out Marcus Hubbard's Cub, I guarantee that it will still have a surprise or two that you've yet to notice. The immediate statement is Mad Max meets Desert Storm. It looks rough and ready, it's got the biggest rally ready tyres you could imagine fitting under the arches, but then there's the supercharger, the hydraulics, the PA system... ➡



SUPERCHARGED CUB



SUPERCHARGED CUB



Not what you were expecting with that rough and ready exterior - 1310cc, supercharged and punching out 120 bhp...

Marcus' Mini owning habit goes right back to his earliest days of driving. When he first passed his test he drove a Beetle but he says 'it felt antique', and he very quickly moved on to Minis. Several have come and gone over the years but one of them, a 1972 Cooper S replica, has been with him since 1989. This has been on the road in various guises, and in a quest for the ultimate in useable power, now features a fully built blow through supercharged A-series. This is all the more impressive that Marcus subscribes to the 'built not bought' school of thought, born mostly out of necessity but latterly because he still really enjoys the process. "When you're young and

"I wanted it to look like a Landy/Jeep mix that had been found in the desert..."

you've got a rubbish job, you have to work on your car yourself – you can't afford to pay for a garage to do it, so you're out there in all weathers. It means you learn everything and it becomes second nature just to work on your cars yourself," he says.

It takes a bit of leap of imagination to get from the Cooper S replica to the Cub, but it seems a simple shift when Marcus explains his reasoning. "You see the same old cars after a bit. I love the

Cooper S replica, but everyone's got a red Mini with a white top. I fancied something a bit different!"

When a friend spotted an AMC Cub he wanted to buy and asked Marcus to go along and check it out for him, the seed for the new project was sown. "I loved it, so I decided to get one for myself," he says. Around two years ago, Marcus got wind of a 2013 AMC Cub shell. "It was bare, had no engine in it and I even had to buy some wheels to get



Dmack soft compound rally tyres look fantastic and really add to the 'lost in the desert' feel.



it home.” The shell had been water damaged so all the electrics and brake lines were shot but this is of little consequence in the case of a Cub. It may bear an uncanny resemblance to the Moke on which it’s based, but it really is only skin deep.

GET THE LOOK

Where the Moke is a monocoque, the Cub is based on a sturdy ladder frame chassis with a box section frame and heavy gauge steel panels welded onto it. The whole thing is galvanised from the factory and so is highly resistant to corrosion. It is immensely strong, which Marcus demonstrates on the day of our shoot by standing on the rear wing and bouncing up and down.

Once he’d got it home, Marcus started dreaming up looks for the Cub.

Originally painted red, shiny and bright really didn’t appeal. “People think I’m mad really, but I just wanted the patina look. I wanted it to look like a Landy/ Hummer/Jeep mix that had been found in the desert,” he says with a chuckle.



Ironically, thanks to the galvanising, the Cub was unlikely to ever develop its own crusty edges no matter how long it was left out in the weather. But there are alternatives, thanks to the rise and rise of the rat look phenomena, and whereas

most Mini owners fight an endless battle removing rust, Marcus was adding it. “I’ve done it on purpose, to make it look scraggy... but it’s special rust paint, because it’s all galvanised!”

The desert sand paintjob and



SUPERCHARGED CUB



Not Marcus' first Mini, he's certainly succeeded in building a car that stands out from the crowd.



craftily induced rust could lead the unknowledgeable into thinking that's all there is to this car. But look a little closer and there are neat touches everywhere – from the bulged bonnet, the bikini canvas roof with military style webbing and cord tie downs, to smaller things like the custom gauge faces, air brushed rocker cover plate, homemade cold air

intake and the headlight grids. And the look just wouldn't be complete without the rear mounted jerry can, spare wheel and spade strapped onto the passenger side pannier.

Of course, that tough off-road look couldn't be pulled off without the right wheels and tyres. The Cub came with extended rear radius arms which allow



Bomber seats were built using sides bought from the States.

the fitment of 13 inch wheels and tall tyres with no arch fouling issues, but Marcus has really pushed it. The 13x7 JBW Pepperpot steels have been fitted with huge Dmack soft compound gravel rally tyres. These would more normally be found on rally cars, but they look superb on the Cub.

If the looks still have your head spinning, then may need a few deep breaths before you discover what's under the skin of this Cub. You'd forgive it



Control box for hydraulics hangs on dash.



Dials feature custom made faces.



"The carb is straight onto the supercharger, no messing about"

completely if there was just a workaday 1275 under the bonnet, but you can't miss the Weber, feeding the supercharger, which is in fact feeding one monster of an engine.

AIR FORCE

With Marcus' experience supercharging his Mini, he knew exactly what he wanted, but he also knew what he didn't want. "I went for a Weber rather than an SU as I have that setup on the Mini

before and I already know what the kit is like. Because of the long inlet pipe on the SU you get a lot of pooling of fuel and it gets iced up. Stuart Gurr at VMAX brought this kit out and the carb is straight onto the supercharger, no messing about. It's very direct and very

responsive. The Weber doesn't need to be modified to work with forced induction because it's a suck through arrangement so it just draws the charge through. This is a 40 Weber – they advise you not to go for 45 because that's for cars on full tilt on a track." ➡

SUPERCHARGED CUB

TECH SPEC

BODY AMC Cub galvanised bodyshell. Nudge bars, canvas bikini roof. Custom fold down front screen. Steel sump guard. Painted desert sand with added rust.

ENGINE 1310cc A-Plus. VMAX Supercharger conversion. Weber 40DCOE carburettor. Gavin Fox ported and flowed big valve head, 35.7mm inlet, 31mm exhaust valves. 1.3 rockers. Kent K500 camshaft. Omega 18cc dish pistons. SPI crankshaft, MED lightened flywheel, centre main strap. Turbo oil pump. Aldon Amethyst mappable ignition, electronic distributor. Manifold LCB and RC40 exhaust. Mini Spares two core sports rad, Concept Racing special order coolant expansion tank, oil catch can and auxiliary fan. Approx 120 bhp

TRANSMISSION Guessworks gearbox with straight cut gears, straight cut drops, cross pin differential and 3.9 final drive. KAD quickshift moke gear lever and Mini Spares third gear bias.

SUSPENSION Rayvern hydraulic adjustable suspension with dash mounted curly coil remote control. Extended rear radius arms. Spax adjustable dampers.

BRAKES Cross drilled and grooved brake discs with Greenstuff pads, Minifins on rear.

WHEELS AND TYRES JBW Pepperpot steels 13 x 7 inch with 195/70R13 Dmack soft compound gravel rally tyres.

INTERIOR Custom bomber seats, Willans three-point harness, Mountney steering wheel with quick release hub. Speedo, rev counter, water temperature, oil pressure, custom boost and air/fuel ratio gauges. Stereo/PA system built into custom ammo case on rear load deck. D/C to A/C Electric hook up inverter.

Superchargers can be used on relatively standard engines, as long as the compression ratio is lowered and the boost is kept down. If you're chasing big power figures, that's a different story and you're looking at a serious build spec if you don't want it all to end messily. The spec sheet on Cub is a long one, with the pick of the parts from biggest names being used.

The cylinder head has been extensively reworked by Gavin Fox, with enlarged



Rust paint adds some patina.



"People won't even go near that size for fear of going into the water jacket"

ports, and 35.7/31mm valves. "Gavin works in the same building as Stuart Gurr. I knew I was in safe hands after Gavin did the 37cc chambered head for my Mini. People won't even go near that size for fear of going into the water jacket – and when I wanted another head it was a no brainer. I gave him a standard SPI head, he ported it for super charging and opened up the valves right up for me."

Also with forced induction in mind, the engine features Omega 18cc dish pistons, 1.3 rockers – "It's supercharged so you don't want anything horrendous," Marcus adds, Kent K500 cam, and even though the bottom end features a

standard SPI crank, it's been balanced as a unit with an MED lightened flywheel and a centre main strap has been added.

GRAB YOUR GEAR

To cope with all this grunt, there are straight cut drops and gears, in a gearbox built by Guessworks. There's also a cross pin diff with a 3.9:1 final drive, which was necessary to cope with the massive wheels and tyres. A competition MED ultralight flywheel/clutch completes the package. "It comes all balanced so it's easy to bolt on," Marcus says.

The suspension is something else,




The load deck ammo box houses the stereo and PA system!



thanks to a hydraulic kit from Rayvern Hydraulics. The front and the rear suspension can be operated independently, using a control panel on the dash. It has three batteries in the off side pannier, while the hydraulics and the controlling solenoids are tucked behind seats. Marcus is thinking about modifying the system so each corner can be adjusted individually, but for now, it's great that the Cub's ride height can be transformed from monster truck to street racer at the flick of a switch.

Just in case you were thinking that this Cub still hasn't got what it takes to draw a crowd (if you do, you really haven't been paying attention...), you may have noticed the military style ammo case in the load area behind the custom made bomber seats – which coincidentally, Marcus made himself by buying the side sections from the US and

fabricating the seats himself. "I put my stereo in the ammo box on the back. It's based around a PA system I bought and converted, powered by an inverter behind the passenger seat. The manufacturers of the PA system loved it when I showed them the pictures. So, I'll be loud at Stanford Hall next year – it's not the best quality sound, but it's loud! It's really just for shows. It has Bluetooth as well so I can play the music off my phone. It's better than I expected."

For most people, building such a show stopper would be enough. But not for Marcus. Despite adding trick touches and details in every nook and cranny, there's still more to be done. What's left to do? Well, with looks like these, you may mistake this for a four wheel drive vehicle. And if Marcus' plans work out, that may well be the next stage for this incredible Cub... 



THANKS TO:

Wife Kim for putting up with me, Dave Jones, Russell Woodard-Clarke, my brother Darren (for the airbrushing), Stuart Gurr, Gavin Fox, Simon@minispares. Everyone at The Mini Forum – Spider, Nick B, Shifty etc for their encouragement.



30 YEARS OF SOMERFORD

Specialist continues to go from strength to strength

When you think of Somerford Mini today, it's a successful business which now boasts a vast spares department alongside the original restoration business. Manned by restorers with a deep passion for (and vast knowledge and experience of) the Mini, their workshop enjoys a reputation as one of the country's leading Mini restoration centres. With the Spares and Restoration Departments together as a team,

Somerford have long been a British Motor Heritage Approved Specialist and are justifiably proud of this accolade. The business was started by Peter Hines in 1990 from modest beginnings, it was just Peter, his toolbox and £2000 savings. Somerford now stock over 10,000 lines, with more being added all the time.

Their latest product is a Mini Pickup tilt cover. They have taken the time to develop them to the highest standard and these tilt

covers copied from an original British Leyland part fit perfectly. Made from heavy duty hooding vinyl and reinforced at stress points. The back flap includes a clear plastic window and the front tensioning cable includes a spring to ensure a perfect fit. Available in the original Whitehall Beige and 5 other popular colours. The cover attaches to the body with turn buckles, and can be provided in kit form if required.

www.somerfordmini.co.uk

RIVIERA RUN TURNS 25

CMC make celebration plans

■ Cornish Mini Club would like you to join them for an action-packed Riviera Run from 1st-3rd May 2020 at Pentewan Sands Holiday Park, St Austell to help celebrate 25 years of the Riviera Run. Day visitors are £10 per car per day but if you are visiting Saturday and Sunday it's just £15. This year the chosen charities are Cornwall Blood Bikes and Children's Hospice South West.

On Friday there will be an inter club Wipeout game and glow show that will replace the usual drive-in movie. The action-packed Saturday programme includes rocker cover racing and a fire brigade display as well as the local cruise. Evening

entertainment includes a fancy dress competition with live band Strawdogs. The fun continues on to the Sunday with 'The Sound Off' loudest exhaust and loudest stereo competitions. Evening entertainment includes a quiz, bingo, karaoke and a disco.

For those staying longer there will be a run on Monday 4th May to Healey's Cider Farm, finishing with a fish and chip supper, a cream tea run on Tuesday 5th May and a run to a secret location on Wednesday 6th May.

www.cmcrivierarun.co.uk





NEW MINI CONVERTIBLE SIDEWALK EDITION

Production of exclusive limited edition starts in March

■ MINI introduces a special edition of the UK's best-selling convertible, the new MINI Convertible Sidewalk Edition. The high-spec new model is a limited edition with just 150 available for UK customers.

It's supplied exclusively with a 192 bhp Cooper S powertrain featuring MINI TwinPower Turbo technology and a 7-speed Steptronic transmission with double clutch and steering wheel paddles. With new Deep Laguna metallic body paint and exterior mirror caps, it also features special bonnet stripes with pin lines and "Sidewalk" side scuttle badging. The LE is fitted with unique door entry strips and an exclusive Arrow design soft top roof which can be opened or closed electronically in just 18 seconds. It also has new 17 inch light-alloy Scissor Spoke 2-tone wheels.

The Sidewalk comes with a range of intuitive technologies as standard,

including the Navigation Plus Pack featuring an 8.8 inch touch screen, Satellite Navigation with Real Time Traffic Information (RTTI), Wireless Charging and Amazon Alexa functionality. The Comfort Plus Pack includes heated seats, and rear view camera with Park Distance Control at both the front and rear of the vehicle and Parking Assistant. It also has a Harmon Kardon Hi-Fi system, Head-up Display and Driving Modes which allow the driver to switch between Comfort, ECO and Sport driving styles.

The MINI Convertible Sidewalk Edition is available to order now from £34,215 RRP at retailers nationwide, with production starting from March 2020. www.mini.co.uk



'R' DIVISION RANGE

Mini Sport unveil exciting new line

■ Mini Sport have launched a brand new 'R' range including brake kits, monoblock 4-piston callipers and competition driveshafts. The 'R' range is all about competition performance.

The Mini brake kit comes in both fast road and competition kits. With its ultra lightweight construction and pioneering technology, it delivers super car stopping power time. Thanks to the two-piece rotor and bell assembly construction and

DNA taken directly from motorsport, the lightweight assembly delivers greater acceleration, braking and handling, whilst heat is controlled in the most extreme conditions.

The rigid monoblock 4-piston calliper is formed in aluminium and has been engineered without compromise to deliver undiluted feedback, with exceptional consistency to withstand extremely high braking forces.

The driveshafts use knowledge gained from WRC and other disciplines within top level motorsport, the design combines with aerospace materials to deliver the ultimate in strength, fatigue resistance and weight.

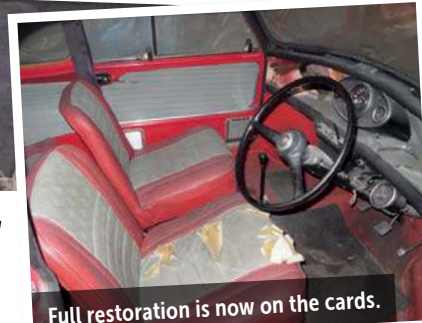
Available in either Hardy Spicer or pot joint fitment, so if you are serious about competing in a classic Mini, these are a great choice.

www.minisport.com



Dave Evans' 1964 1071S
as discovered in 2010.

The Cooper S as it stands today.



Full restoration is now on the cards.

MINIS AT NEC RESTO SHOW

Barn finds on display at Practical Classics event

Some fantastic British cars have been discovered unloved and neglected in sheds, lockups and gardens, and barn finds still seem to fire the enthusiasts' imagination like nothing else. An incredible selection have been unearthed for the Carole Nash Barn Find display at the Practical Classics Classic Car & Restoration Show, with Discovery, which takes place from 27-29 March at Birmingham's NEC.

Dave Tennant's 1966 Mini Cooper S is believed to be one of only two such models

in the UK as it was modified in period by Stewart and Arden. He purchased the car from the previous owner, Lord Cawdor, back in 1992. Until then it had been stored in a garage for 16 years, having been partially repaired following an accident. The car's history includes an appearance in the cult 1968 film, 'The Killing of Sister George' and Dave now plans a full restoration.

Peter Marsh's 1960 Morris Minivan was found in the back of a field prior to being purchased from the owner in 2011.

Peter then purchased it in 2012 with plans to restore it but it was put in a barn when he was diagnosed with a major illness. Now in remission, the resto is planned for the spring.

Dave Evans found his 1964 1071 Cooper S when it had been in storage for 10 years, purchased it, and he's put it in storage for 10 years. He now has plans to restore it.

Visitors to the show can also expect over 1000 classics on display plus over 150 car clubs. Tickets are now available to buy through: www.necrestorationshow.com 



Dave Tennant's 1966 Cooper S was one of
only two modified by Stewart & Arden.



Peter Marsh's 1960 Morris Minivan.

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VERY WELL. I KNOW YOUNG RUBERY AND OWEN HERE HAVE ACHIEVED IMPRESSIVE THINGS, AND COOPERS AND BMC GO BACK A LONG WAY. WE'LL INVITE ENTRIES TO AN OPEN COMPETITION TO SEE WHAT PEOPLE ARE ABLE TO DO WITH MY LITTLE CAR. BUT NO PROMISES ON A PRODUCTION VARIANT, MIND!

RUBERY & OWEN

Will
be
fun

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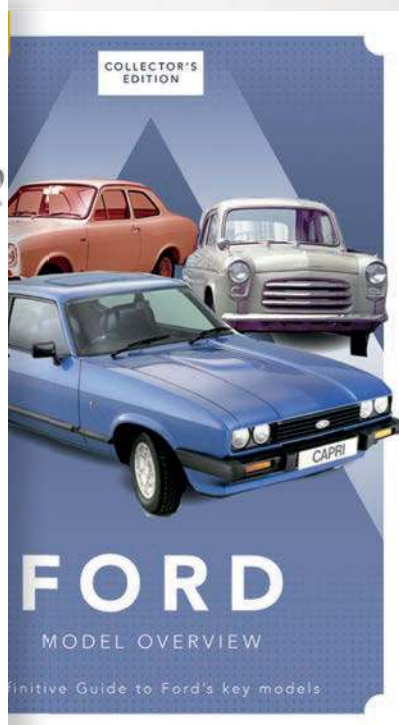


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The crew all set in Bad Homburg.

After five gruelling days, the Mini on the finish ramp.



Words Phil Annings Photography Anning's Race and Restoration

MONTE CARLO HISTORIQUE 2020

Mini Spares and Annings team with Aaltonen for rally success

The Monte project started in late 2018. The car is owned by Hans-Ake Soderqvist, a very experienced Mini man who has competed since the '60s - mostly in the rally scene.

I was approached by Hans-Ake to help him build a MkII Cooper S to compete in modern day rallying but to take on the appearance of the 1968 BMC Works Monte Carlo rally winning car ORX 7F driven by rally supremo Rauno Aaltonen. In Dec 2018 the car was completed ready to take part in the 2019 Swedish Rally piloted by Rauno. Throughout that year the car was campaigned by Hans-Ake at various events, serving as a long test for the grand event that is the Monte Carlo Historique 2020, again to be driven by Rauno.

As the 2019 season drew to a close, final plans were made to rebuild the car and

install a new engine and gearbox ready for the Monte. Mini Spares Centre joined forces with Soderqvist Racing Service and Anning's Race and Restoration. All the parts were supplied by Minis Spares to rebuild the car, leaving no stone unturned to ensure the maximum reliability.

Mini Spares also supplied all the parts to build a new 1293 rally spec engine, utilising a set of split Weber carburettors as used in the period on the SU inlet manifold. This was built in December 2019 at the ARR workshops and once dyno tested shipped to Sweden ready to be installed.

I flew to Sweden again in January 2020 to assist Hans-Ake with the rebuild. By the time I flew home - a little over a week later - we had the car up and running and managed to complete 60-70 km of testing.


On Tuesday the 28th January, the Mini Spares Motorsport team were loaded and Hans-Ake and I were heading from Sweden to our starting point in Bad Homburg. On Wednesday morning the second half of our service team, Justin Jeffrey and Dave Howarth from Mini Spares at Potters bar, left London to join us.

Having two service crews is vital as it's not possible to follow the rally cars through the stages to enable service checks before the start of the next section, so teams go

around the long route to meet the car.

Thursday was technical eligibility day. This gave us our final decals and our start time for Friday's departure on the 1st leg of the concentration run.

Throughout the following five days of stages and road sections the rally car performed brilliantly. Rauno at 82 years old and Hans Sylvan, his navigator, at 75 drove approximately 2500 km of arguably one of the toughest events on the historic rally calendar. They finished at 3.15 am on Wednesday morning in a credible 135th place from 320 starters.

The biggest challenge of the event would be the sleep... or lack of it, with early starts and late finishes it is definitely a test of man and machine! 

www.anningsraceandrestoration.com



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Rauno and Hans on the road.

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PILOTI



MINTEX

Model wearing: Meistersinger Abingdon - MG watch | MG-branded sweatshirt



Words Cara Jackson Photography Mini Sport

HRCR OPEN DAY 2020

Mini enthusiasts fill Gaydon as Clive King's new Mini is unveiled

Many Mini fans descended upon the British Motor Museum in Gaydon, Warwickshire, for the 2020 HRCR Open Day and Mini Sport Cup Registration.

The annual event acts as the start of the 2020 HRCR Mini Sport Cup Championship, with competitors from all over the country coming together for a catch up and the opportunity to sign on for the 2020 season.

With entries opening for the 2020 Championship, we had 14 crews register on the day, including two brand new crews who will be joining us. Of course some of our seasoned regulars will be returning, as we welcome current champions Clive King, Anton Bird, Shane Gamble, Bob Ward, Peter Ellerby, John Cressey and Martin Cressey for another action-packed year of rallying.

Attendees of the event were treated to an extremely special interview and chat with the BMC team – former BMC competitions manager Stuart Turner, team manager Bill Price and navigator Willy Cave as they reminisced about the 1960 RAC Rally. Later they were joined by Paddy Hopkirk MBE for a Q&A session in front of a huge crowd of Mini enthusiasts, the attendance of these legends is always an honour and such a huge draw to the event.

For the moment we had all been eagerly

anticipating, it was time to unveil Clive King's brand new look Mini! Having undergone a restoration here with us at Mini Sport, following on from over 8 years of hard rallying in his Mini, it was definitely the time for some much-needed repairs and a refresh. Deciding to transform the Mini in keeping with the rest of Team Mini Sport, sticking to a red and white theme, with decals matching those of John Cressey's open class champion Mini. Having kept these fresh aesthetics under wraps, it was Paddy Hopkirk and Mini Sport's Managing Director Chris Harper who revealed this Mini to the crowds gathered out on the Mezzanine of the

British Motor Museum. Everyone was delighted by the results, Paul Loveridge and Clive King delivered a brief chat on the process that goes in to preparing a rally Mini before punters had the opportunity to have a look around the Mini for themselves... With Shane Gamble taking this one step further, and hopping in the drivers seat!

It was a great start to 2020, now with our sights firmly set on the 1st rally of the year – the AGBO Stages on March 14th!

For more information on the Mini Sport Cup and how to get involved please see the Mini Sport facebook page, and the HRCR's website www.hrcr.co.uk 



Bill Price reflects back on the 1960 RAC Rally.



Clive King unveils his brand new Mini.

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EVENT REPORT

MINI FAIR 2020

A strong start to show season bodes well for the year ahead

Words Holly Daffurn Photography Gerard Hughes



You'd be forgiven for thinking the 2020 Mini Fair was going to be a little subdued after the big 60th year. However, there were still freshly finished restos to be revealed, new product to get excited about and a steady stream of visitors throughout the day. Proving that this essential event in the Mini calendar is still going strong in its 21st year.

The Pride of Ownership was full of top quality examples

(and a steady supply of enthusiasts drooling over them), the trade stands were busy all day and as ever the show featured arguably the best - or at least the most anticipated - autojumble of the year. Everyone we ran into had found something of interest for their next project. Rallying legend Clive King drew quite a crowd during his time on the mic, and fans of the TV show 'Bangers 'n' Cash' were excited to see the camera crew following the story of that

pretty Surf Blue 1275 from Episode One as they picked up parts for the ongoing resto.

Amongst the car displays were several Mini Mag favourite feature cars from the past year, including Lee Williams' yellow van, Kieran Baybutt's surf wagon, February cover star Paul Gershon's Cooper Sport, James Allen's GT-inspired Estate and Will Harris' newly finished GT which we were especially keen to see as last time we clapped eyes on it was during the 'On

The Job' shoot and it had a long way to go! Safe to say, he's done a great job.

During the event, the new GP3 was revealed to the public and the response was mostly positive with new MINI fans impressed by the styling and performance spec of the latest model. Though Paul Gershon's son Troy (an Italian Job regular) made a very good point... the wheel arches look great but that gap is going to be tricky to keep clean!

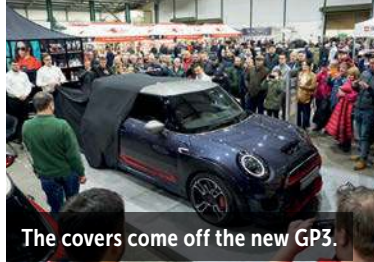
One of the clear highlights



Just visiting from Australia...



... and Mini Club Surabaya came all the way from Malaysia!



The covers come off the new GP3.



Will Harris' cracking twin cam Clubby.



The Lloyd family unveil their MkII resto to the waiting crowd.



Clive King's rally car has recently been refreshed at Mini Sport, and was the third Mini to be unveiled at the show.

amongst the car displays was Martin Lloyd's 1968 MkII Super Deluxe. Martin, wife Glyn, son Gavin and grandson William were all there for the unveiling and to tell interested show goers about the build. Proud BMC member Martin restored it all himself from his garage back home in West Bromwich, including the paint job. The family bought the car five years ago as an investment with plans to restore it and have done a fantastic job. Keep an eye out, as we'll be running

a full feature on this beautiful car very soon.

"The whole point of the classic car movement is to enjoy the cars and drive them. We trailed it here today for its first outing, but from now on it'll be on the road. When we bought it it'd been in a garage since 1991 and had six floors! It was literally layer upon layer upon layer of metal. I'd never seen anything like it!"


For the Lloyds, Bingley Hall is only really down the road but many people had come from

much further afield. Including around twenty highly passionate Mini fans who were over from Malaysia! Mini Club Surabaya were only in the UK for ten days but their whole trip centered around Mini Fair. That's dedication for you!

One of the many highlights was Mini Sport revealing its new 'R' range which is available from March. (The 'R' range is all about competition performance. For example, the brake callipers are tested to 500 bar, as opposed to 200 bar and

use WRC technology.) Have a look at our products pages to find out more.

If the first event in the Mini calendar is anything to go by, it's going to be a fascinating year full of new projects, freshly finished restos and boundless enthusiasm from the stalwarts of the Mini scene.

Put the 31st of January 2021 in your diary now, as the Bingley Hall event is always unmissable and offers the perfect taste of what to expect for the coming year. 



Incredible barn find Cooper S was grabbing everyone's attention.





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Events

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■ 22nd March

Brooklands Mini Day

This annual event will see hundreds of Minis, from the oldest to the newest, parked up around the historic site. With Clubs from around the country taking part, Test Hill action, a trade village and the new Auto Test demonstration area.

www.brooklandsmuseum.com

■ 4th April

Spring Action Day

The official kick-start to the performance car season. Expect drifting demonstrations, public track time and white-knuckle passenger laps on the circuit itself, whilst vast static club stands, trade villages and Show and Shine competitions ensure the outer display areas are equally as unmissable throughout the day.

www.castlecombecircuit.co.uk

■ 10th-13th April

Silly Mini Weekend

Silly Minis returns with a 'Beside The Seaside' theme. Expect sports, fancy dress, evening entertainment, a charity raffle and an auction on this family friendly Silly Mini Weekend in Devon.

www.sillyminis.com

■ 18th April

Pride of Longbridge

A community event that celebrates all that's great that came out of Longbridge. The day brings the ex-workforce, wider community and enthusiasts together with a huge range of cars to Cofton Park to share stories and experiences.

prideoflongbridge2006@gmail.com

■ 19th April

Lincoln BIG Mini Day

With over 200 Minis making an appearance each year, this free event is the perfect opportunity to meet like minded people. Now in its 12th year, the show attracts classic and modern Mini lovers from all over the UK. Contact: Mike Bilton mjbilko@tiscali.co.uk www.trentvalleymoc.co.uk/lincoln-big-mini-day

■ 1st-3rd May

CMC Riviera Run

Featuring a drive in movie, rolling road, glow show, tuning tent, show and shine, Mini rocker racing and entertainment for the children. There is also the Sound off Loudest Exhaust & Stereo Competitions and prizes for the best fancy dress too.

www.cmcriveriarun.co.uk

■ 10th May

British Mini Day at Himley Hall

Himley Hall & Park is an 18th Century building set amongst 180 acres of 'Capability Brown' landscaped parkland. For over four centuries it served as home to the Lords of Dudley and their knights. On Sunday 10th May we are very proud to welcome you to our 28th British Mini Day held at this premier venue.

01384 897779

www.britishminiclub.co.uk

■ 31st May

Suffolk Mini Show

The Suffolk Mini Show will include club displays, trade stands, individual display areas, show and shine, mini games and more. Contact events@stonhambarns.co.uk for more information.

www.stonhambarns.co.uk/whats-on
01449 711111

■ 14th June

National Mini Day

Returning to Beaulieu for its 39th year, Mini Cooper Register's National Mini Day has always been one of the most eagerly anticipated events on the Mini calendar. In 2020, the event will be around the theme of 'We're more than a Cooper' showcasing the wide range of members' cars across the Mini range and,



hopefully, some colourful customised vehicles to get people talking.

www.minicooper.org/mcr-events

■ 27th & 28th June

Mid Summer Mini & VW Meet

This popular meet from BMC is the perfect chance for you to show off your pride and joy. Make a weekend of it with the Saturday camp over with live band and Sunday's Show 'n' Shine. All the action is happening at DK Rugby Club, Kingswinford, West Midlands.

www.britishminiclub.co.uk

01384 897779

■ 26th July

Colchester to Great Yarmouth Run

Colchester Mini Club invite you to join them for their infamous Colchester to Great Yarmouth Run. Meeting at Colchester Stadium and convoying to Great Yarmouth pier where you'll spend the day, displaying your Minis and enjoying a day at the seaside. This popular event that has been running for over ten years.

www.colchesterminiclub.co.uk

■ 2nd August

The Abingdon Works Motorsport Show

A celebration of BMC/BL competition departments and special tuning achievements in rallying and racing spanning four decades (from the 1950s

to the 1980s), taking place at the British Motor Museum, Gaydon.

www.britishmotormuseum.co.uk/Awmshow2020@gmail.com

■ 12th September

Castle Combe Action Day

The UK's oldest track-based Mini show featuring track time, club displays, drift demos, show and shine competition, white knuckle passenger rides and a trade village.

<https://castlecombecircuit.co.uk/shows/mini-action-day>

■ 20th September

MiniFest at Stanford Hall

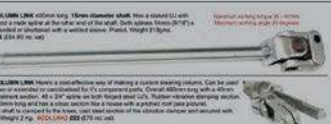
Enjoy a brilliant day out at this stunning location for the longest running Mini show of the year. Stanford Hall is one of the most anticipated events on the Mini calendar, featuring the largest gathering of both classic Minis and modern MINIs of the year.

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RARE BEAST

Name: Peter Smith

Car: 1969 1275 GT in Antelope

Location: Chester

■ Peter's first car was a Java Green 1275 GT and he's been a Mini fan ever since. He's had over 30 in his time and currently has 11 in his collection. He bought the '69 GT as an abandoned project in summer 2017. Everything had to be refurbed or renewed but the car was complete and included the rare elements of original shell, engine, hydrolastic suspension, correct clocks, rostyle wheels, GT steering wheel and basketweave interior. It also has nice history including a picture of the actual car being built at Longbridge, it was the only Antelope car built on that day, verified by the heritage certificate and 1275 GT Register. The rebuild took Peter 18 months and the car was ready and MoT'd in May 2019. He completed the work himself with the exception of the engine and gearbox which was entrusted to a retired BMC engineer, who has also completed work on Peter's MkI and MkIII Downton S's.



BOY RACER

Name: Cameron Payne

Car: 1983 Mini saloon

Location: Surrey

■ Cameron started the build when he was just 14. He bought the car in a very rough state. Over the past five years, he has rebuilt the suspension, brakes, engine and interior - learning from his Dad to complete the process. They added a few upgrades such as a double din touch screen and a wireless phone charger. The fibreglass flip front that came with the car was twisted so he bought another one for just £30 which fitted much better. The engine is the original 998cc that has been rebuilt. They haven't had a Mini before this one but Cameron has the taste for another one now!



FIRST AID KIT

Name: Bob Jamieson
Car: Mkl 998 Cooper
Location: West Sussex

■ Bob's 998 Cooper was a complete basket case, although it carried the Gaydon heritage certificate, original shell and original engine... which had been poorly stripped and placed in several boxes. Many parts were missing including the interior - now put right thanks to Newton Commercial. The car has gone through extensive restoration, albeit very slowly in a home garage environment. Bob had the block bored out by .040 inch, decked, new pistons and all of the rotating/reciprocating parts race balanced. The original 12G295 head has been remanufactured for unleaded fuel. He restored every nut and bolt including all of the rubber/pipe work on the hydrolastic suspension. Bob's three children Bertie, Ruby and Wilbur have all grown up with the car and Ruby is just learning to drive... though not in the Cooper Bob is quick to point out!



SUPER SEVEN

Name: Micky T
Cars: Mini Seven
Location: Telford

■ Micky got his Seven from a classic dealership in Scotland last December when he was looking for something clean and low mileage. As far as Micky knows it is completely original, apart from the Sportex 2.25 inch straight through exhaust system. He gave it the Seven look using decals and Revolution wheels. Micky is a member of the 2000 register. He's planning on building a tuned 1380 and loves the idea of KAD 16Vs. He's owned a '91 Cooper with a Swiftune 1380cc that we featured in 2013. He's owned supercharged BMW MINIs but thinks the feeling of driving a classic is second to none.



ON THE JOB

PROJECT PROFILE

THE OWNER

NAME: Pete Hunter
AGE: 38
OCCUPATION: Machine shop operative at Morgan Motor Company
LOCATION: Herefordshire

THE CAR:

CAR: Mk1 1963 850
START CONDITION: Many of the panels rotten
CONDITION NOW: Some bodywork complete
TIME TAKEN SO FAR: Pete's had it for 12 years...
ESTIMATED TIME OF COMPLETION: 2 years



ON THE JOB

Words Holly Daffurn Photography Gerard Hughes

Under Wraps

Pete Hunter's 1963 Mini 850 has been under a tarp for years, we went to see what he found when he dug it out.

Pete Hunter has been around Minis his whole life, and has owned his fair share over the years. He loves being part of the Mini scene and was even a founding member of Hilltop Minis. Pete lives on a working farm in Herefordshire with his wife, two children and his father-in-law, who runs the farm with help from Pete and his wife, Poppy. The family love

of interesting cars is evident, but nothing beats their enthusiasm for Minis. His Mum had a couple before she met his Dad and even raced a few times. His Dad always had Minis too, and even on his lunchbreaks as a BL mechanic would be doing engine swaps and making the most of the time to work on his own projects. That love of restoring them clearly runs in the family, and after he has finished his

850, Pete plans to get a shell for his daughter, Holly, so that she can help him build her first car. Pete's latest project has been on the back burner for a few years. His 1963 Mini 850 had been carefully wrapped in insulation and tarpaulin in a corner of the farmyard for ten years. We went to see Pete as he uncovered the build and checked the state of the bodywork ready for restoring the car this year. ➡



Parts of the Mini are squirreled away all over the farmyard.



Pete reckons that he may consider a few mods on the finished car.



How did you come across this car?

This car used to belong to a lady, and Dad looked after it for her. She thought it was getting a bit tired, and bought herself something new and sold the car to my Dad in 1998.

The engine was smoking and wouldn't have made it through another MoT, so we nicked the engine out of our Minivan and put it in this. We also kept the original engine, just in case we ever get round to rebuilding it. It's been sat on a trolley for 22 years!

The car came off the road in 2001 and went into my garage. It stayed in there and junk started to pile up around it, then the garage rent was starting to get expensive and I couldn't get anything in there so I decided to give it up. I told Dad he'd have to find somewhere for his Mini and he said "Do you want it?" I said, "Of course! I'm not going to turn a Mk1 Mini down."

What was the last thing you did to the car?

About ten years ago, me and my friend spent three months ripping it apart, and



A lot of bodywork was done 10 years ago.



Original carpets have faded a little...

putting new panels on it. Then it came to lambing time again and we had to move the car out of the barn, and I haven't touched it again since.

How much is left to do?

A lot! To be fair, most of the welding - if it's still ok - has been done, front to rear floor pans, heel board, doorsteps, inner and outer A-panels, wings, floor panels, scuttle ends, rear wheel arches hubs, boot floor. I've got a quarter panel to fit on the driver's side but I'll probably put a whole rear quarter panel on the passenger's side as well. My welding has improved since I've done it as I've been working on my wife Poppy's Beetle. The doors need repairing but it's a big job and a lot of work, so I might just look out for some secondhand ones. The rear pockets need to be done. There isn't masses of welding to be done, but I don't have the time over the weekends anymore now that the kids are bigger. George is 6 and Holly is 11, so we

The 6x10 Minilites were a birthday present.



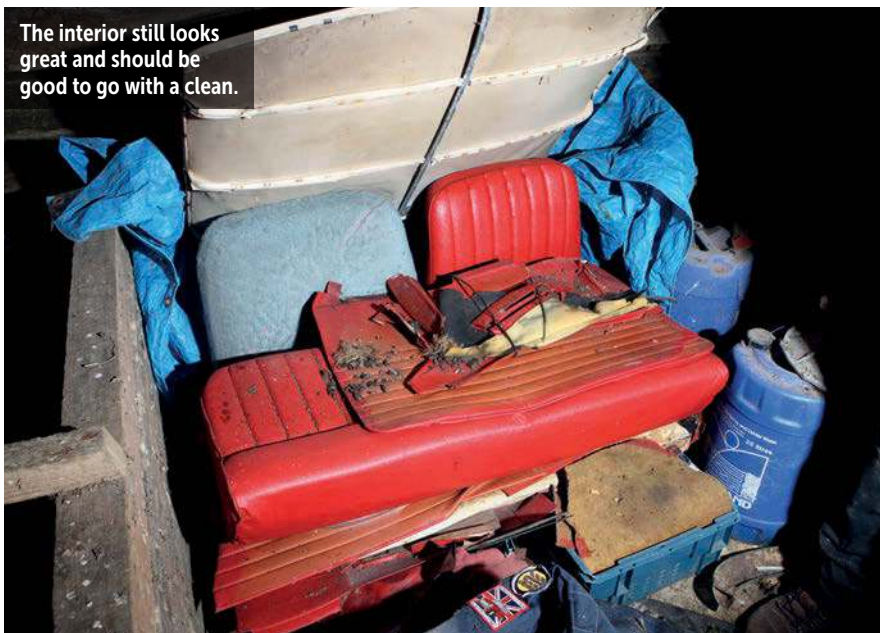
More panels are waiting to be welded in.

spend a lot of time taking them to football, basketball, swimming etc.

Will you be keeping it standard?

If I had the original reg plates I would, but the lady Dad bought it off kept them. So I feel like I can make a couple of modifications if I want. I've still got the original grille but I've also got one with built in spotlights, and an old moustache grille. I've never seen this car with the moustache ends on it. I'm still figuring out whether to do it immaculate or a light resto and use the

The interior still looks great and should be good to go with a clean.





Pulling back the tarp, Pete was reminded of just how much is left to do.

original rusty bumpers etc. Then I could get it on the road in a couple of months, but I want to at least do the body properly. I'll use original where possible.

What about the brakes?

It's got a full set up of standard drum brakes all round. I've been up to Mini Mail and got the twin leading shoe set up, just to get it back on the road but I'd like to do a Cooper S disc brake conversion on it later on if money allows.

Will you keep the paint true to the original scheme?

It was originally Old English White with a maroon roof, so I might do that or maybe

even have a black roof. Sometimes I think about going Island Blue with a white roof, the last Mini I built for myself had those colours but I sold it to pay for our wedding.

Is the engine in good shape?

The engine just needs a good clean up, as long as I can turn it by hand. It'll just need a fresh coat of paint.

What about the interior?

All depends on the roof. It originally had a red interior, so if the red roof stays then I'll go back to that. I still have it all. The carpets used to be red and are a sunbleached brown now so they definitely need to be replaced! If the roof goes black, I'll use the same




Original plate was retained by first owner.



interior but I'll retrim it. I don't mind doing that, I did it all on the bug.

I'll paint it all myself (I've got a rollover spit in the garage so it makes it that much easier), but I'll get my friend Rodge over to do some of the filler work because I hate it. I'm hoping there won't be much with the panels being new.

How are you feeling about the resto now that you've seen the car again?

It's actually quite a scary prospect how much work needs doing, but it's a good thing! I'm glad we unearthed it today, because it has motivated me to get it done. In terms of the bodywork, I'm actually quite surprised how good it looks. I can't wait to get going with it now. 

FINISHED SPEC

BODY: Mk1 1963 850 with many replaced panels and a new paint job in Old English White with a maroon or black roof.

ENGINE: Standard 848cc engine.

TRANSMISSION: Standard.

SUSPENSION: Standard.

BRAKES: Eventually a Cooper S brake conversion.

WHEELS: 6x10 Minilite wheels.

INTERIOR: Original red vinyl interior restored, with replacement red carpet, new doorcards and headlining.

There's an offside quarter waiting to be fitted, but Pete now thinks he'll do both sides for good measure.



MINIVAN

BLOOD, SWEAT AND TEARS

For the price of half a Unipower bodysell and some serious graft, Glenn and Lee Hazelden have landed themselves a stunning Minivan.

Words Holly Daffurn Photography Jason Dodd



Father and son team, Glenn and Lee Hazelden both share a genuine love of classic cars with a particular soft spot for Minis. If something unusual is up for grabs, the Hazeldens are always the first on the scene.

“Our friend has an Outspan Orange Mini, when he went to pick it up he noticed there was a Unipower GT in the weeds that the guy was going to bin. It’s an ex-works one and I couldn’t bear the

thought of it going to ruin, so we went over and rescued it. It was only a bare shell... and a rough one at that. There wasn’t much of it left. We quickly realised that we couldn’t realistically do it up, so we put it up on eBay and hoped for the best. It went nuts!”

“People from Germany, Holland, Italy and further afield were all fighting over it. We were inundated with messages saying ‘Don’t sell it – whatever you want we’ll give you £1000 more’” Eventually,

one guy said I’ll give you a lot of money for it, or if you’d rather I’ll give you this Minivan that’s ready to go. We had a think and decided to take the van. We’d always wanted one.”

“Looking back he must have been keen to part with it, because he delivered it within the week! It was in a horrendous state when we got it but it was supposed to be ready for paint. Sometime in its life it had been fitted with power steering and a Peugeot engine leaving the evidence ➡



MINIVAN

The Interior has been treated to a host of Cooper related goodies including the half leather seats, Mota-Lita wheel and alloy gearknob.



behind. We've had it for two years and it's taken that long to finish it."

Before the Hazeldens got hold of it, the van had an interesting history. It had been used as a prop car for many years, in various shows including the Fast Show. In an episode of Heartbeat it was smashed it into a telegraph pole with a smoke bomb inside it! After Lee's hard work, it definitely won't be trying that stunt again.

"Lee just got stuck into it." Glenn recalls proudly. "He said it has to go back to standard, it can't have this horrible steering." The pair quickly discovered that the power steering was the least of their worries. The heelboard had been glued in, with no welds at all. "The subframe would have fallen out, but someone had stuck all that glue in and put a new subframe in. Lee has repaired the heelboard correctly with new panels and welding."

Lee started the resto at his grandmother's in a little concrete garage in the cold. When Glenn's mother was sadly unable to live at home anymore, her house was sold and their makeshift workshop went with it. Luckily, before long they found a bigger space that was much better equipped and warmer too. "The bosses at Tressler Coachworks were brilliant in letting me finish the project at work. A good mate of ours from work even helped out by doing the paint work.



Glenn and Lee have enjoyed the Minivan so much, they can't wait to start on the next project...

He did a beautiful job. It's come out like glass." They work together at Tressler Coachworks where Glenn mans reception and Lee is a panel beater.

The family have had 20 Minis over the years, with Glenn having one a year at one point. Amongst the favourite Mini-based projects was his Hustler 6, which he is still kicking himself that he let go of. It came with a full box of history, including

handwritten letters from the car's designer, William Towns. It had a Swaymar built engine that was around 130 bhp which ultimately was donated to a Pickup. "We seem to come across weird stuff! People know we like them so they always offer us the unusual stuff."

The love of Minis is deep rooted, Glenn's very first car was a 1968 Cooper. He dug it out of an abattoir while he was



Custom battery box in the load area.

"It has to go back to standard, it can't have this horrible steering"

an apprentice for a British Leyland main dealer. He always found ways to include them in his work too, even when the focus was on other marques. "When I was a salesman at Caffyns - the local Rover dealer - I organised a Mini week. I managed to get hold of the guys who used to own Speedwell. They had Neville Trickett's Mini Sprint and Graham Hill's Speedwell Cooper S which I got to drive around the block. It was great fun! We even had the Peter Seller's coachbuilt Mini de Ville (with basket-weave side trim) from Shot In The Dark. We had eight or ten really special Minis in our showroom. We also used to buy brand new Sprites in white, take all the arches

off and remove the trim, then paint them in retro colours and sell them to Japan. They went mad for them! It was way before anyone else was doing anything like that. We always dabbled in silly stuff. It keeps thing interesting."

FAMILY TRADITIONS

Glenn's Dad was an engineer and a bit of a petrolhead himself. Glenn still has fond memories of fitting Daimler V8 engines into cars on the driveway of the family home. "My mum put up with a lot from us! I had two MkI Jaguars in the garden at one point. That's where Lee gets it from. It's in the blood." Lee was even younger when he started, building and restoring

quadbikes from the tender age of just ten years old. He was only 17 when he started work on the Minivan.

"I was pretty much born into Minis," Lee recalls. "My earliest memory is of the Easter Egg Run with the Newhaven Mini Club when Dad's Mini 25 was first on the road. It was completed in 2000, and I was born in '99 so it was the first year it was on the road."

Although they certainly haven't cut any corners on the project, the Hazeldens have found clever ways to keep costs down. "A neighbour of ours had a Mini in the garage and his wife wanted it gone as they were moving house," Glenn recalls. "It had all the 12 inch running gear in it. We had another think about our van and decided that rather than keeping it exactly standard we quite fancied the idea of adding 12 inch running gear. The deal was that if we sold all the bits that we didn't want for him, then he'd let us keep the bits that we wanted. So we took all of the running gear, and sold the new Balmoral interior so he got his money back. Some guy bought the shell to make it into a convertible. So, two years later we had a rolling shell. Then Lee went through it piece by piece." For the rest of the parts they used Somerford, Mini Spares and Mini Sport.

"As I work in a bodyshop, I did all

MINIVAN

The 998 has been smartened up and given a little more urgency courtesy of the twin SUs.



TECH SPEC

BODY 1979 Minivan in British Racing Green 2 metallic with an Old English White roof. Extensive new panels including: two new door skins, quarter pieces on both doors, off side A-panel, new backstep and quarter boot floors, heelboard, complete back end, new doors, full inner and outer valances, new crash rail, offside door step, nearside front floor section and seat crossmember.

ENGINE Standard A+ 998 engine, Fletcher radiator, full Samco hose kit, twin 1.25 inch HS2 carbs.

SUSPENSION Hi-Los, standard shock absorbers and adjustable tie rods.

TRANSMISSION Three branch LCB with an inch and 3/4 Manifold exhaust.

BRAKES 8.4 inch discs on front, standard wide drums on the rear.

WHEELS AND TYRES Revolution 5x12s with Yokohama A539 165/60R12s.

INTERIOR Motolita steering wheel, later mushroom Cooper Works gearknob, half leather Cooper seats, custom made Newton Commercial load liner, rare 52mm Yazaki rev counter.

the welding and filler work.” Lee explains. “I was an apprentice at the time. It was a big learning curve. After it was painted I got it water tight and got it home to do the final fit up. We got it on the road at the end of summer 2018 for a quick shakedown run then it was garaged for the winter. It was only my first resto so there is stuff I’d do better for the next one. I’d try and get the door fitment better for one thing – I think it’s common with MkI and MkII doors. It just sticks out a little too much at the bottom. I spent many hours ensuring that the panel and

filler work were to a show level standard.”

It used to have bucket seats that came out of the Unipower, but for practicality and driveability they switched to Cooper seats which also fit nicely with the Cooper theme inside. The Newton Commercial headlining was professionally fitted. It’s the only thing they didn’t do themselves apart from the paint. They also converted it to a three clock dash, so had to convert all the wiring and they put a recirculating heater in. The battery was located to the load bed, just behind the driver’s seat which





The Minivan was completed by the end of Summer 2018, but it's yet to cover too many road miles - it still looks resto fresh!

"It's going to be a challenge, but in the best possible way"

makes it much more accessible for jump starts and maintenance but also adds a few extra inches of leg room which, given Lee's height, is very welcome.

"The grille is usually set into the front panel on vans but, we fitted a removable van grille," Lee tells us. "It means that if you want to do your alternator or something like that, it's so much easier as it is removeable. It looks the part too."

"I did as much of it as I could but Dad helped with the engine and the mechanical side. I did 90 odd per cent of it and Dad helped me along the way, he's done cars all his life. I learnt a lot from my Dad. The van is definitely joint ownership. Mum knows how passionate we are and appreciates the work that goes into them. Doing the van has helped me out with my job too."

"We'd never be without a Mini," Glenn agrees. "I had a W reg 1275 GT when we were at the Ford dealership no one wanted them so anytime a Mini came in I'd find a home for it. I had a Cox GTM with huge arches on the back. I finished building it and then exported it to a guy in Belgium. I swapped it for some money

and some Belgium beer. The van is staying though."

NEXT STEPS

The fact that Lee learnt his trade on the Minivan makes it all the more special, it has also given him a hunger for more. "We'd both love to do a Mini Sprint or on a more down to earth level, I'd love to do a 1275 GT."

The next project is already waiting, and now that the weather is turning the Hazeldens are ready to give it their full attention. "I have a Mini 25 in a shipping container that I've had for as long as Lee's been around - 20 years!" Glenn explains. "It's the car that really got Lee started him off with Minis. I've got a lovely picture of him when he could barely see out the window. He did a couple of illegal drives just around the estate before we took it off the road."

Lee is just as excited to get going on the 25. "Everything I learnt on the van I can transfer onto the 25. It's going to be a challenge, but in the best possible way. I want to keep the 25 in the family as long as I can."



"The real challenge with the 25 lies in the fact that he's got to do better than I did 20 years ago!" Glenn laughs. "It's a second restoration. I know how it went together so we won't be unpicking someone else's bad work. This is the thing with the van, every corner we went to had been bodged. At least we know the 25 has been done properly - It'll be a breeze after the van."

One thing is for sure, with the Hazeldens behind the resto it's bound to be something quite remarkable. **mini**

THANKS TO:

Ashdown Park Hotel, Wych Cross for the location and Tressler Coachworks, Uckfield for their support with the project.

ULTRALIGHT TURBO

MILD TO WILD

Words Martyn Morgan-Jones Photography Gerard Hughes

Most Minis evolve during ownership, but Luke Billing's incredible ultra light, ultra smooth and ultra powerful saloon almost qualifies as a new species...

During the 17 years that the Billing family have owned it, this 1989 Mini, which left Longbridge as a humble City E, has been the subject of a number of impeccably wrought transformations. Transformations that have seen it move ever further away from its rather unassuming beginnings. Even so, Luke, and his father have always ensured that this car remains loyal to its classic Mini roots, and that it retains a number of its period-important aesthetics and design cues.

PHASE ONE

"Dad bought this Mini back in 2003," explains Luke. "It was a local car, and the first Mini he'd owned. It had been painted a Rover Pageant Blue... it had originally been a pastel blue, and the previous owner had also fitted Sports Pack arches. Prior to buying the Mini, Dad was a big fan of fast Fords and had owned a really nice Series 2 Escort RS Turbo.

"Initially, Dad did a few modifications aimed at improving the performance →



ULTRALIGHT TURBO



ULTRALIGHT TURBO

If it wasn't needed, it wasn't fitted. It may be spartan, but the interior is very trick with the full width carbon dash and plenty of bare paint.



Seats are GRP, trimmed in corduroy.



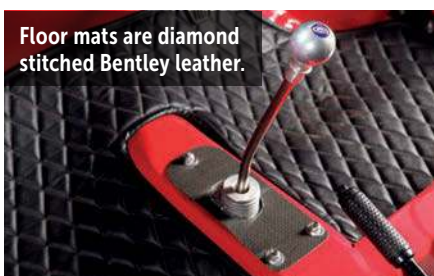
Race Technology Dash 2 has all the info.



Carbon fibre is everywhere. Note lack of wipers.



Boost gauge came from the inspirational RST.



Floor mats are diamond stitched Bentley leather.

"To be honest, this car has always been a work in progress"

and appearance. However, for the most part, due to work and family commitments, it stayed in the garage and it was only in 2005 could he find the time to commit to it."

PHASE TWO

Having managed to glean some time from his busy schedule, Luke's Dad semi-stripped the Mini, sending the bodyshell off to be painted grey. Grey has become a hugely popular hue in recent years, but back in 2005 it must have been something of a talking point. Especially when it looked as good as it did.

Upon its return, the bodyshell became the recipient of a number of carbon fibre panels and lightweight accoutrements. There was a new engine too. The plan being to cull some weight, crank up the style, and boost the power. Literally. Out came the original and rather tame 998cc lump, and in went a Morspeed 1293 Turbo engine, quadrupling the power in the process. For safety, the bodyshell had previously been dispatched to Owens Fabrication where a six-point roll cage was installed. Owens also fitted the carbon fibre roof and doors.

"We used the car in this spec and trim

It's all about stance and attitude. Coilovers mean a perfect ride height.



Luke reckons that the Mini is now as good as it ever could be - we'd have to agree...



for five or six years, and did a number of shows," recalls Luke. "But by 2011, the bodyshell was showing some signs of rusting. It wasn't too serious, but the car was starting to dip below show standard. Consequently, Dad stripped it again, attended to the rust and did some upgrades too. I was still quite young at the time, but really involved and helped as much as I could."

"To be honest, this car's always been a work in progress as we are forever thinking of ways in which it can be improved. The motivation behind this particular rebuild was to create a race car for the road – although it did have to be useable as we drive it whenever possible. Dad fitted a carbon fibre one-piece front,

arches and polycarbonate windows. Plus he upgraded the suspension and brakes."

"It was also repainted a 70's Porsche green, but the carbon fibre sections remained exposed. Give or take a few subtle changes and tweaks, it remained like this until 2016, winning a number of 'Best of Show' trophies along the way including Players Classic, Cleanfest and Ultimate Stance."

PHASE THREE

Having bagged such top results, five to date, Luke and his Dad began to ponder what to do next – how could they 'up the ante'? The consensus of opinion was that the only way to significantly improve what they already had, was to strip the Mini,



Flat boot floor is carbon. Naturally.



Mag wheels were from a Berg Cup Racer.

rebuild it and finesse it even further. Only on this occasion, and primarily due to escalating work and lots of other commitments, the decision was made to take F415 DDA to Darren and Simo at D7RWN, in Corby, Northants.

"We hadn't really farmed much out previously and did most of the work ourselves, except for the engine builds, paintwork and rollcage fitting," Luke tells. "However, Dad had just taken over the ➡

ULTRALIGHT TURBO

TECH SPEC

BODY 1989 Mini City E steel bodysell. Carbon fibre one-piece front, bootlid, boot floor, roof, Mk1 rear lights, Owens aluminium fuel cell, Miglia arches, MED brushed aluminium mirrors, drilled door handles, DSN rear hinges.

ENGINE 1380cc originally by Morspeed. Stage 5 'Supersquish' head, ported plenum, Omega forged pistons, polished conrods, MED hardened crank, billet crank pulley, MED oil pump, MED Performance big-end bearings, hi-lift rockers, Garrett hybrid T3 turbo, adjustable Avonbar actuator, HIF44 carb with custom needle, ARP bolts, silicon hoses, ITG filter in carbon fibre airbox, lightweight alternator, 2.75 inch turbo back exhaust system, hi-torque starter motor, drilled and lightened clutch cover, ultralite flywheel with turbo clutch, billet oil filter housing, Owens solid mount kit, DSN billet timing cover, carbon fibre rocker cover, Magnecor 8mm leads. MED high-capacity aluminium radiator, four-bladed carbon fibre fan, 10-row oil cooler, single mass intercooler.

SUSPENSION Rear beam conversion, Protech Aluminium shockers, KAD radius arms, Miglia front subframe, stainless steel tie-rods, titanium top and bottom arms, adjustable camber brackets.

TRANSMISSION Quaife straight-cut, close ratio four-speed, Quaife ATB diff, 4.9:1 final drive ratio.

BRAKES KAD K4 Four-pot billet alloy calipers, floating discs, modified Minifin drums, braided hoses.

WHEELS AND TYRES Compomotive Turbo 7 x 13 inch with MB Racing barrels. Yokohama A539 175/50R13 tyres.

INTERIOR Six-point rollcage, GRP front bucket seats trimmed in corduroy, doorcards trimmed in corduroy, TRS four-point harnesses, DSN hardware, quick release steering wheel, carbon fibre dash, Race Technology Dash 2, diamond-stitched leather front mats, fuse box, Ford Racing boost gauge.

It's all about the detail, and those details tend to shave off ounces - from the push release buttons on the removable front, to the MED aluminium door mirrors...



"Weight saving and clean lines have been fundamental to this build"

running of a vehicle recovery company, and I was now in charge of a printing business. We simply didn't have the time. Darren and Simo carry out some amazing restorations so we decided to entrust the work to them."

Talking of time, although Luke and his Dad had a plan in mind, it was during the 14 hour round trip from West Wales to Corby, Mini in tow, that the plan changed somewhat. As did the colour choice.

ALL-OUT

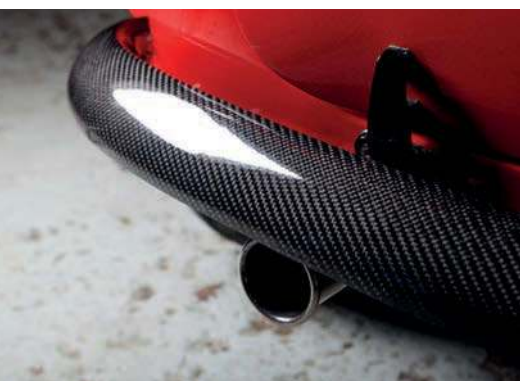
"We chatted through various ideas and decided to let D7RWN go all-out with the project," says Luke. "And, crucially, there was a colour change. Dad's RS Turbo had

been Rosso Red with gold wheels. As a kind of homage to this car, we asked Simo to paint the Mini, including the carbon fibre panels, Rosso Red, and paint the wheels gold."

Having stripped and bare-metalled the bodysell, fitted a number of Heritage panels and new glass, Raptor-coated the underside and expertly applied many coats of Rosso Red, the ground-up rebuild commenced. A rebuild that included a raft of carbon fibre panels such as the rear bumper, headlight surrounds, boot floor, dash, parcel shelf, indicator cowl and a Carbon Weazel one-piece bootlid.

"Although Heritage steel doors were fitted in place of the carbon fibre ones,





there's still a lot of carbon fibre used," reveals Luke smiling. "It looks good and saves a lot of weight. Weight saving and clean lines have been fundamental to this particular build. The Miglia arches have been trimmed, the inner wings have been removed and tubbed, the interior's fully-stripped and there's no wiper or servo. Even the loom's custom-made so as to



remove any unnecessary wiring." "We wanted some unique touches too. Using a MkI grille, Simo rebuilt it without the surround, and then had it power-coated. Plus, the doorcards are covered in the same corduroy used on the seats which are one-offs and the floor mats are unique. I bought two second-hand ones off eBay, made some cardboard templates, and had



LG Trimming make me new, diamond-stitched mats in Bentley leather."

FORCED

For the last fifteen years this Mini has benefitted from forced induction, and it's covered a number of miles too. Enough for the engine to need a refresh. And, for good measure, some upgrades. ➡



Front of the engine bay is dominated by the single mass intercooler and its pipework.

“Simo completely rebuilt the engine,” continues Luke. “It’s been bored out to 1380cc and has Omega forged pistons, an MED hardened crankshaft and a modified cylinder head etc. The turbo is a hybrid Garrett T3 which was rebuilt by Speedy Turbos in Nottingham and there’s a single mass intercooler to reduce lag, an MED alloy radiator, and a carbon fibre four-bladed fan.”

“When the engine was run-in, we had it tuned and calibrated by Jamsport. Running 14 psi of boost, power is 200 bhp, with 180 lbf.ft of torque. To cope with this output, the gearbox has been rebuilt with Quaife straight cut gears and a Quaife LSD. The final drive is 4.9:1.”

“In view of the spec of the engine, we expected it to be a bit of an animal, but

because the components are well-matched and the quality of the rebuild, plus Jamsport’s excellent tuning on the rollers, it’s actually very tractable. Mind you, if you bury the throttle, because of the power, and low diff ratio, the horizon gets very close, very quickly!”

PINNED DOWN

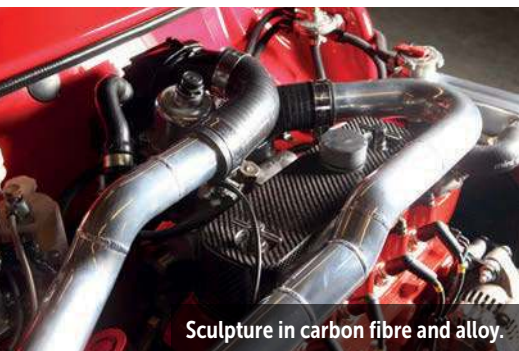
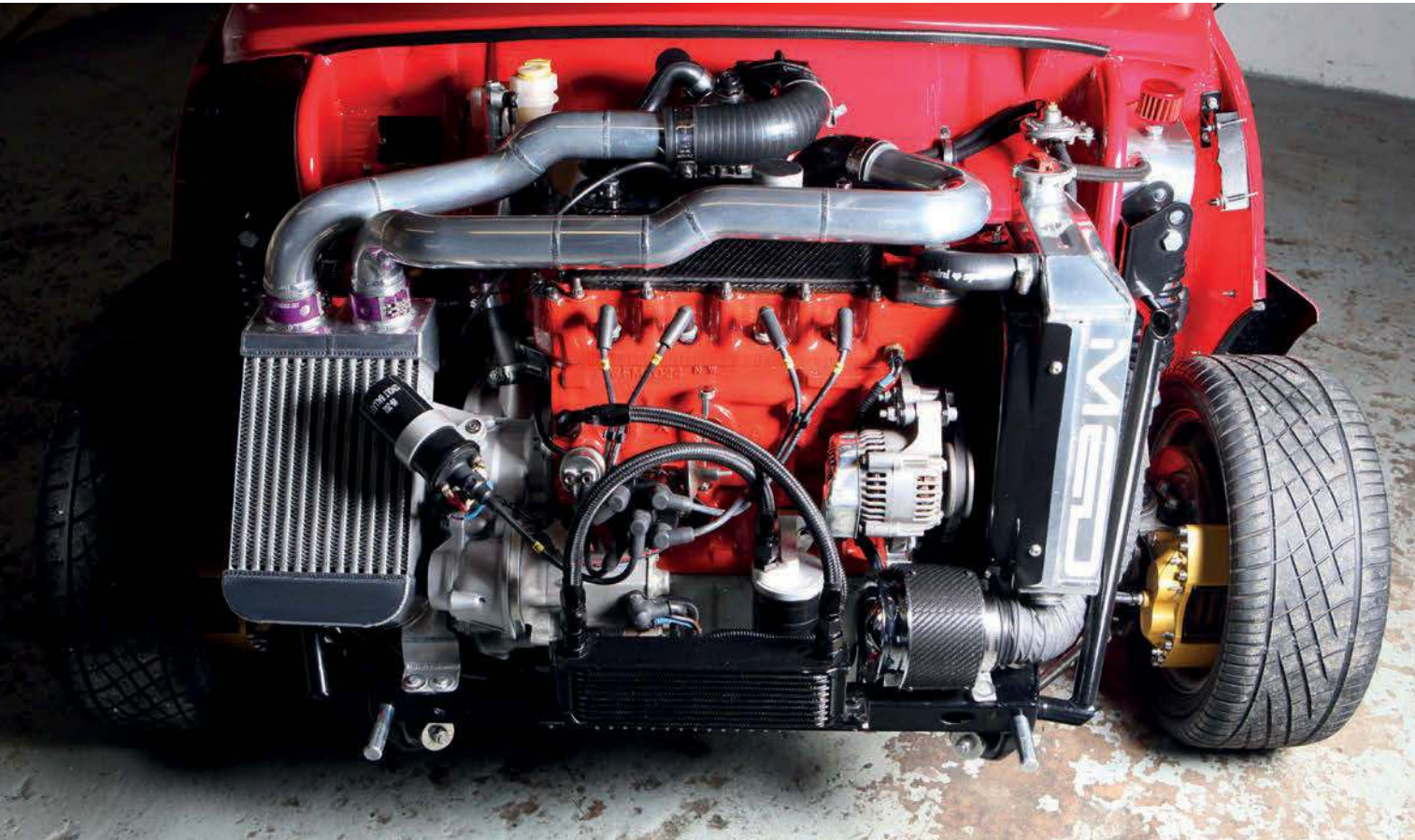
It’s fair to say that this Mini has to be one of the most potent out there. Which is why Luke and his Dad focused a great deal of time and attention when it came to the matter of upgrading the chassis. Top notch components, chosen for their quality, efficiency and lightness have been used throughout.

“The split-rim wheels, which are Compomotive Turbo magnesium and

extremely light, have actually been on the car for around six years,” says Luke.

“Sourced from a Berg Cup Hillclimb VW Polo, they were originally 10 x 13s. Using custom dishes and barrels supplied by Mike Barnby at MB Racing, Dad and I converted them to 7x13s and adapted them for Mini fitment. They are fitted with 175/50/13 Yokohamas.”

“We wanted the chassis to be able to handle the power of the turbo engine, and those wheels/tyres certainly help. There’s also a Miglia-spec front subframe, titanium top and bottom arms, a rear beam conversion, KAD radius arms, Protech dampers and it’s been aligned and corner-weighted. Brakes are KAD K4 up front, and I machined and drilled the Minifin backplates. It’s a very effective



Sculpture in carbon fibre and alloy.



Titanium suspension arms set the tone.

"In view of the spec of the engine, we expected it to be a bit of an animal"


set-up. If it wasn't for the four-point harnesses, a hard press on the pedal would put you through the windscreen!"

DELIGHTED

"I'm delighted at how the car has turned out, over the moon in fact," Luke impresses. "Darren and Simo not only lived up to our expectations, they exceeded them. Brittany, my partner, wasn't really into cars at the beginning, but she's grown to love the Mini and the Mini scene. She's been hugely supportive

too. As has Dad. My aunty Sue also helped out with the loan of her garage."

"We will continue to show the car and drive it whenever possible. In fact, Brittany and I did a 1200-mile round trip quite recently, to Edinburgh, which was huge fun."

"I did mention that this Mini has always been a work in progress, but we now think the car is as good as it's ever going to be. To be honest, it will be staying as it is for a long time." Seems like a plan. After all, it's impossible to improve on perfection. 



Custom alloy brake backplates.

THANKS TO:

D7RWN for the stunning rebuild.

OCB Detailing, Haverfordwest, for the photoshoot location.

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Luke Billing's ultralight Turbo Mini
featured in Mini Magazine April 2020

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Marcus Hubbard's supercharged AMC Cub
featured in Mini Magazine April 2020



1330 STREET RACER



THE LAST DETAIL

Words Gerard Hughes Photography Jason Dodd

Starting out as a simple refurb, Jeff Delve decided to shift gear and build his perfect Mini.

If you want to really appreciate the level of detail that's gone into Jeff Delve's Mini, you need to go over it panel by panel and inch by inch. A first glance may not give much away. True, that blue paint is eye-catching but it will take a while and a much closer look before you really start to understand what's been achieved here.

The Mini didn't arrive in the Delve household as part of some master plan to build a show stopper, rather some fond memories of a Mini Clubman owned by Jeff's wife, Jo, when they first met. "I've always wanted a Mini – it was the only car I didn't get round to owning really. My mates had them and we mosied around in my wife's one back in the day, and I loved them, I thought they were great little cars. About 11 years ago I was driving along and I saw this one up for sale. It was my wife's birthday, and even though it wasn't a Clubman, I thought, you know what, I'm going to get it for her birthday. It was reasonably priced so I bought the car."

BACK ON THE ROAD

The Delves enjoyed the Mini, pressing into regular service and also going along to a few Mini shows, including the London to Brighton Run. But like most Minis which get used on a regular



1330 STREET RACER

THE BUILD

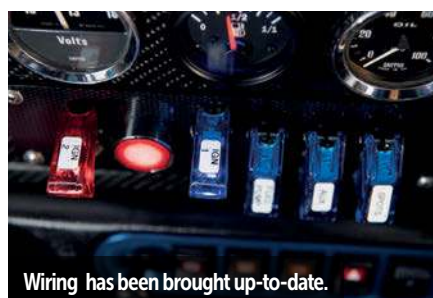
The Mini's compact dimensions means restoration in your average home garage isn't a problem. Jeff completed all of the stripdown and panelwork at home. Home built trolleys made moving the bare shell easy.



Interior centres around a cool carbon fibre dash which Jeff picked up on Gumtree.



Rollcage is a Safety Devices six-point.



Wiring has been brought up-to-date.



"I wanted to refurbish a car from top to bottom before I turned 50"

basis, Jeff soon noticed that there were a few jobs that needed doing. "We'd had it five years or so, and it needed some work. It had developed a crack where the front subframe mounted onto the body and it clicked when you pulled off. So I had to take the engine out to repair that and once it was up in the air, I could see that it needed sills and the normal Mini stuff, so basically, it went from there."

This could have been a quick repair and return to the road job, but Jeff had other ideas. "I used to do a bit of panel work when I was younger in a mate's workshop. I've always said, 'I want to refurbish a car from top to bottom before I'm 50' and I mean properly. I've never had the facility to do it before but with the Mini I could

work in the garage I've got next to my house – because it was wide enough."

Jeff cleared out the garage and dusted off the tools. The Mini was stripped to a bare shell and then a pair of special frames were fabricated to bolt to the front and rear subframe mounting points. "They had big wheels on so I could wheel it in and out and about, wherever I needed it."

PLAYING PATIENCE

As Jeff talks about restoring the shell to full strength, you realise that this had become far more than a straight forward resto – he was after as close to perfection as he possibly could. "The doors came off and on about thirty times because I

The paint is a one-off mix which started with original Mini 35 blue, was given a little extra punch!



Boot features a Concept 7-gallon tank.



wanted to get the shutlines right. There was that gap at the top that all Minis seem to get so I had to run some welds down there and then grind them off, because I wanted that pound coin gap all the way around it. It took about three years to get the bodywork done.”

Eventually, the panel count included inner and outer sills, rear valance, rear quarters, A-panels, front floor pans, both wings, front scuttle and door skins. “The only thing that was really good on the car that didn’t need touching was the boot floor. I had to change the rear valance anyway, but there was a little bit of rust where the bumper goes, where the panels come together. So I parted that, cleaned and rust treated it, welded the new rear valance on and it was as good as new. That saved me quite a bit of time but the

Jeff started to rebuild the Mini, but soon had plans for something really special...



rest of it – that felt like it took forever...” he says.

A NEW WAY

To understand the direction the project took from this point, you also have to know a little about Jeff’s car owning past. This may well be his first Mini, but it’s certainly not his first car, and certainly not the first with a bit more power than average. “I passed my test at 17 and I’ve had some nice cars – I had the Mk1 Escort AVO with the Twin cam engine in it, three litre Capris and more recently, a Subaru – I like a bit of power.”

“The plan was just to refurb it, but then one day, I came in and said to Jo, ‘I’m going to build something a bit special...’ I had this vision of the Mini – I wanted it to look a bit stanced, I wanted the 45 Weber sitting in the bulkhead – so you can hear it, and I wanted the straight cut gears as well. Obviously I cleared it with my wife that I could do it with the car – then she put the car in my name, as a present for my birthday!”

Even though Jeff was a long way from deciding on the final spec for the engine, suspension and brakes, he knew that the Weber wasn’t going to be sitting on a

1330 STREET RACER

THE BUILD CONTINUED...



The level of detail is incredible.



All show and all go - the Bill Richards 1330cc engine not only looks fabulous, it packs serious punch.

"I sold all my carp fishing gear to start funding the car"

factory standard 1275. "I just thought, everything's got to be able to stand a half decent engine so I went down the route of all the subframes being double welded, strengthened and powder coated. It's also got the rollage in it which makes a big difference. It's a Safety Devices bolt in cage with welded in plates on the shell. Anything that needed to be strengthened was strengthened."

COLOUR PLAY

A carb box was added into the bulkhead for the planned Weber, and once Jeff was happy that the shell was as good as it could be, he took it his friend, Jay, to have some fresh paint laid on. The Mini was originally a 35 LE, and although Jeff wanted to retain the blue, he wanted to give a little additional punch. This has resulted in a one-off mix, and the end result is stunning. "We got the Mini 35

blue as best as we could and then I sort of lightened it a bit. We did it on site and I'm really happy with it - it's different, it's not as dark and in the sun it looks lovely."

With the bills mounting up, Jeff decided to cash in his other hobby and pour the money into the Mini. "I had another passion and it was carp fishing, but I had to weigh up what was more important. So I sold all my carp fishing gear that I'd had for years to start funding the car."

POWER GAINS

With the funds in his pocket, Jeff planned the engine. "Bill Richards was just down the road from me, probably an hour or so away, so the engine went down to him. "What came back was a 1330cc Stage 4 Fast Road engine with an incredible spec list including a gasflowed big valve head, 286 cam, balanced and lightened rotating



assembly and of course, fuelled by Weber 45DCOE on a four inch manifold. "We haven't rolling roaded it yet because it still needs to be run in a little bit more but it's a bit of a handful when the cam cuts in," Jeffs adds.

Power is nothing without control, so the Mini has also had a lot of time and attention given to the suspension and brakes. Red spot cones and Spax adjustables have been joined by Hi-Los, adjustable tie rods and bottom arms, and camber castor brackets on the rear. Making sure it stops, the front end features Mini Sport four-pot alloy callipers on vented discs. "I was a bit apprehensive about putting 13s on it but it's what I wanted," Jeff says. "It might handle better with 10s, and I may try that at some point, but to be fair, the 13s only give a little tiny bit of torque steer. I like the stance of it. It is more of a show car and I wanted everything nice – I wanted it perfect..."


PERFECT FINISH

And once you take a closer look at this Mini, you have to agree that Jeff's achieved that. Just check out the pictures. The bodywork is arrow straight with perfect shut lines, and the detailing is endless – from top to bottom, the engine



bay, the suspension and the interior.

"Obviously, when you're so involved with building a car you don't really realise when you've finished it how good it looks. You've seen it every stage and you forget. But I'm really happy with how it's turned out. I've been able to do it all myself and I've just took my time, it's taken six years to do that but that's the way it goes – there's no way I could have afforded to do have someone else do the work, not in a million years."

"What I like about this Mini is that I've built it from scratch. Obviously I haven't done the paintwork but I prepped it all and that's the thing. I think when you build a car yourself, you appreciate what you're driving. If you go and buy one that's already done, you just don't appreciate it as much. I put my heart and soul into that car because it's something I wanted to do." 



TECH SPEC

BODY 1994 Mini 35, sports pack arches, Safety Devices roll cage, 7 gallon Concept fuel tank. Austin wavy grille insert. All brightwork finished in 2K black. Paint: one off mix metallic blue with black roof.

ENGINE Bill Richards 1330cc Stage 4 Fast Road engine. 10.8:1 comp. Centre main strap. Lightened and balanced bottom end, 7cc+60 AE pistons. 1.5 Titan roller rockers, 35.7mm race inlet valves, 31mm race exhaust valves, 526 double springs. Kent 286 rally cam. Lightened followers with oil hole. KAD oil pump. Billet catch can. Kent duplex rota slide timing chain kit with DSN ally timing cover. Ultra light flywheel, AP clutch plate, orange diaphragm, steel back plate. High torque starter motor. Aldon yellow distributor with Lumenition. Webber 45DCOE carburettor with 4 inch inlet manifold, K&N air filter. Facet red top fuel pump solid state, KAD fuel filter, braided fuel lines. Malpassi Filter King running 2 1/2 psi. Ally rad tech high flow rad, evo water pump. Stage 2 LCB manifold Teflon coated. Stainless steel centre back box and system

TRANSMISSION Four-speed with Mini Spares straight cut box and drop gears. Cross pin diff. KAD quickshift. Competition driveshafts. 3.1:1 final drive

SUSPENSION Hi-Los, Red Spot cones, Spax adjustable dampers, adjustable bottom arms and tie rods, offset bushes. Fully adjustable geometry settings.

BRAKES 8.4 inch discs with Mini Sport four-pot callipers and vented grooved discs, Green Stuff pads, braided hoses. **Rear brakes:** Superfin drums, Mintex shoes, braided hoses.

WHEELS AND TYRES

13 inch Superlight gloss black wheels with Yokohama A539 175/50R13 tyres.

INTERIOR Cobra bucket seats, Momo steering wheel with B&G quick release hub, carbon fibre three-clock dash, additional rev counter, volts, oil temp and pressure gauges. Additional central switch panel with push button start. Alloy door furniture.

THANKS TO:

My wife Jo for her endless patience and support, my son Liam for all his input with the project, to Jay the painter for a top class job and Bill Richards for the superb engine build.

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Rover's Spiritual concept of 1995 (right), alongside the 1997 ACV30 concept vehicle.



THE OUTER LIMITS

THE IMPOSSIBLE JOB

As the Mini enters its seventh decade, it's hard to imagine that it could easily have been replaced much earlier in its life. There were many attempts...

Words Jeff Ruggles

Despite a sluggish start following its launch in 1959, the Mini was undoubtedly one of the big British success stories of the 1960s. Equally at home in the city centre as it was giant killing on race circuits and the world rally stage, here was a revolutionary car that appealed to everyone from blue-collar workers to film stars.

Having achieved a million sales by 1965 and two million just four years later, the idea of a replacement for the all-conquering Mini must have seemed like madness. But its new-fangled design elements meant the Mini wasn't one for making a profit, and was reportedly being sold at a loss well into the following decade. So, as the 1960s progressed,

plans for a small car that was cheaper and less labour intensive to produce began to emerge.

A MINI MINI

Issigonis was well aware of the Mini's shortcomings, believing it too large and too expensive to become a European best-seller. In particular, he recognised that its A-Series engine was costly to make. Late in 1966, Issigonis took the rather unprecedented step of requesting that he step down from his role as Head of New Car Development so that he could concentrate his efforts on creating a replacement for the Mini.

Issigonis gathered a small team of hand-picked engineers, and by 1968 came up with something entirely new –

the 9X. Not only was it shorter than the Mini, it was also lighter and even roomier inside. It was easier and cheaper to build, with 42 per cent fewer separate components than the Mini, and even had a practical hatchback three years ahead of Fiat's 127.

At the heart of this improved space efficiency was a new engine, slimmer and lighter and more powerful than the A-Series. Coded as DX, it was an all-new four-cylinder design with a belt-driven overhead camshaft. To reduce the number of parts, the alternator was incorporated into the flywheel – a common practice on motorcycles. And rather than the Mini's gearbox in the sump arrangement, the gearbox was mounted behind and below the

THE OUTER LIMITS



The innovative 9X was the last car fully designed by Issigonis, but never made it into production.

engine in a separate casing.

In terms of suspension, the 9X used MacPherson struts at the front, with trailing arms with coil springs at the rear.

Sadly though, Issigonis's last fully-designed car would never enter production. Instead, in his pursuit of simplification, he continued to work on a 'gearless' concept as part of a 9X Continuation Programme during the 1970s. The simple design took forward and reverse drive through a torque converter – there was no variable transmission – and the engine was tuned and increased in capacity to make it flexible enough.

The gearless cars ran well over 20mph, but getting to that stage in the first place was a challenge, especially on hills. By 1978, the gearless project was shelved, but Issigonis beavered on, and the final incarnation of the 9X project was an MG Metro fitted with a six-cylinder version. He would continue to argue strongly for his design against Rover's K-Series right up until a year before his passing in 1988.

OUTSIDE LONGBRIDGE

During the 1970s, there were numerous attempts at a replacement from outside of Longbridge. In 1972, Futurist Aston



The Minissima concept was bought by BLMC, but eventually became the Elswick Envoy.

Martin Lagonda designer William Towns produced his striking Townscar featuring an A-Series and 10 inch wheels. Entry to the cabin was via a single rear door, with an overall length of just 90 inches. The car was bought by BLMC, along with the design rights, and put on

display at the 1973 Motor Show under the name Minissima.

However, in a familiar-sounding tale, BL could not afford to develop it, and it would finally re-emerge as a car for the disabled as the Elswick Envoy in 1981. It was expensive and didn't sell in great



For a time, the Bertone-style Innocenti 90/120 was considered as a Mini replacement for the UK.



Issigonis' desire for simplicity was manifest in several gearless concept Minis during the 1970s, such as this example.

numbers, so was canned by 1987.

Then there was Innocenti. It had got tired of waiting for a Mini replacement, having been assembling its own version of the original Mini near Milan since 1965, and so in 1974 it launched its own rebodied, three-door hatchback version, styled by Bertone. Two versions were initially launched – the 998cc 90, and the

1275cc 120. At one point there were plans for it to replace the original British Mini, but these came to nothing. After BLMC went bankrupt in 1975, the government-supported and restructured BL sold Innocenti to De Tomaso, although it did retain a five per cent stake.

In 1982 the deal with BL had ended, with the cars swapped over from A-Series

to Daihatsu power. By 1990 the car had been renamed the Innocenti Small following a takeover by Fiat, and in March 1993 production ceased.

SCALING UP

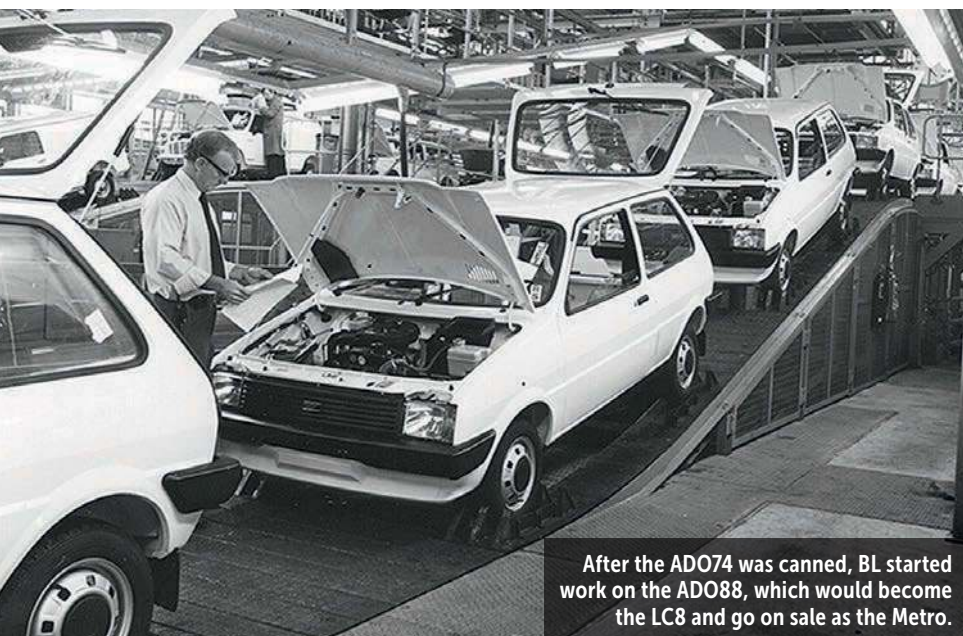
Back in-house, plenty had happened. Despite only recently canning the 9X, BLMC went back to the small car drawing board as early as 1972. BLMC wanted a car that would muscle in on Europe's increasing demand for 'superminis' such as the Fiat 127 and Renault 5, and thus could command a bigger price than the unprofitable Mini.

It would be codenamed ADO74, and featured MacPherson strut suspension and the early version of the K-Series engine, but no roadgoing cars were made before the project was unfortunately killed off in late 1973.

BLMC dusted off the supermini idea a year later though, believing a new small car was essential to stave off impending financial doom. Codenamed ADO88, it wouldn't be as big as the ADO74, but still bigger than the Mini. Parts were to be carried over from the Mini to save costs, including the A-Series engine. However, it would get the new Hydragas suspension, developed by Alex



The motor used for the 9X programme, codenamed DX, was lighter and more powerful than the A-Series. Its last appearance was in six-cylinder form, fitted to an MG Metro.



After the ADO74 was canned, BL started work on the ADO88, which would become the LC8 and go on sale as the Metro.

Moulton for the Allegro, which allowed for greater space efficiency. The styling was once again down to Harris Mann, but incoming stylist David Bache commissioned another five prototypes before Mann's design got the go-ahead. The project was subsequently renamed LC8, with every external panel having been revised.

The LC8 went on sale as the miniMetro in October 1980 to a swelling of national pride. It was an instant sales success, but despite the name, it wasn't a Mini replacement as such. Though its range would be heavily pruned, the Mini still sold in big enough numbers to justify keeping it production, and it continued to beat assumptions

thereafter. What's more, sharing the Metro's final production facilities meant it had become cheaper to make.

Though it got off to decent start, the Metro was never quite as successful as hoped, and was outclassed by rivals by the late 1980s. The Mini, however, enjoyed a resurgence. Its popularity in Japan soared during the 1980s, and with the relaunch of the Mini Cooper in 1990, it suited an emerging wave of Cool Britannia in the UK.

Little had happened on the Mini replacement front until 1992, when Rover put together its small-scale Mink1 concept as a special project. This was a buck based on a regular Mini, but with the Metro Hydragas suspension, a revised driving position, a special dashboard and a three-cylinder version of the K-Series. However, all developments were scrapped.

From March 1994, when it bought Rover, BMW seemed to have identified the Mini as a priceless brand, and was surprised that no plans to replace it existed. BMW head Bernd Pischetsrieder encouraged his British design staff to start looking at new schemes, while another team beavered away in Munich under American-born Frank Stephenson.



Mink 2 was produced to show what could have been if the Mini had been continually developed.

Ultimately, the R50 MINI was the Mini's eventual replacement. Here is an early sketch of Frank Stephenson's design.



It was decided that a meeting between the two teams in October 1995 should include a vehicle representing what the then-current Mini could have become if investment and development had been put into it over the years. Thus, the Mink project was rekindled with another prototype. Mink 2 was fitted with a regular four-cylinder K-Series, with the body widened and lengthened

by 50mm. The car was used to evaluate the feasibility of Hydragas for the eventual Mini replacement, but though the car was well thought-of, the proving time required was too long and the programme was halted. Mink 2 does survive as part of the British Motor Museum collection, however.

As for the all-new designs, Rover's revolutionary initial approach, badged

Spiritual, had its engine under the rear seats, driving the rear wheels. Rover saw it as the first of a new platform range, and so also showed a larger derivative of this car, called Spiritual Too. BMW, meanwhile, presented a piece of design similar to what the R50 MINI would ultimately become.

In early 1996, however, BMW abruptly binned Rover's work. It chose the BMW/Munich approach under the codename E50, and yet handed over the engineering task to Rover. E50 became R50, with production due to commence at Longbridge in 2000. There was a lot to do; with no prototypes, no completed platform engineering and no finalised styling, plus no engine!

RED HERRINGS

Though both had been side-lined, the Spiritual and Spiritual Too did get to meet the public – but not until 1997 as controlled 'leaks' to get everyone excited about the next-generation Mini. Another red herring came when BMW decided to celebrate the 30th anniversary of the Mini's last Monte Carlo Rally ➡

THE OUTER LIMITS

Nearly four years ahead of the launch of the new Mini, BMW surprised everyone with this running R50 prototype at the Frankfurt Motor Show in 1997.



victory, and commissioned a running two-seater concept car named ACV30, where 'ACV' stood for 'Anniversary Concept Vehicle'. Its shape certainly nodded to the proportions of the Mini much more than the Spiritual and led to much speculation, but in reality it was a one-off with MGF running gear.


R50 development continued, and in the end a brand-new joint-project engine was produced by Chrysler, namely the Tritec – a 16-valver with a single

overhead camshaft. Tritec-powered prototypes didn't hit the road until late 1997, but by then BMW had already stunned the media by arranging for a MINI prototype to drive into – and immediately through – what had been announced as a static presentation at the Frankfurt Motor Show. This was only a 'skin prototype', based on the modified platform and running gear of a Fiat Punto, but the impact was huge.

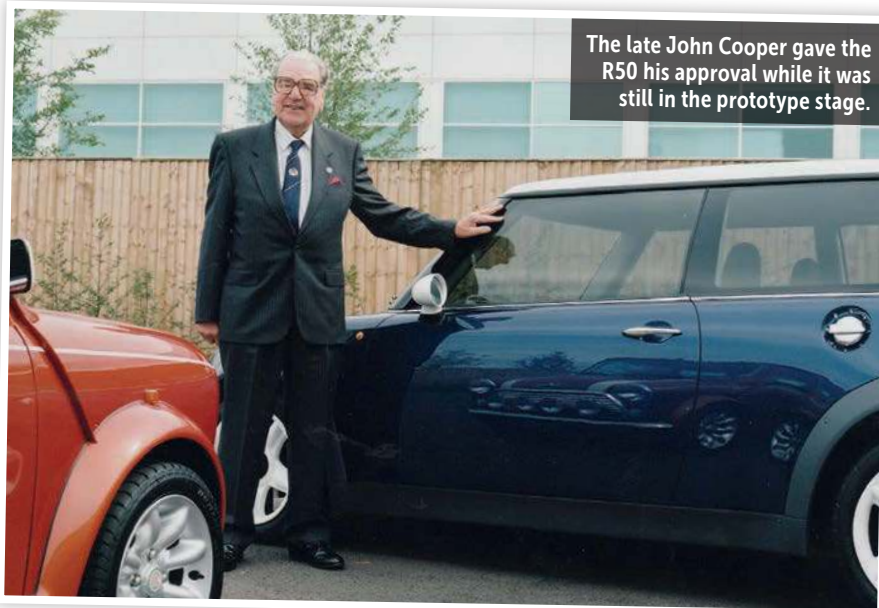
By 1998 the R50 programme had built

up colossal momentum, and received the blessing of John Cooper. But as abruptly as responsibility for the project had been gifted to the Rover in 1996, in 1999 it was taken away again. BMW's patience with Rover eventually ran out and it decided to sell off the business to John Towers' Phoenix Consortium.

During the reshuffle, Phoenix agreed to take over the manufacture of still-new Rover 75s at Longbridge, while BMW decided that the new Mini should be produced in Oxford. Everything stopped until the new tooling and assembly facilities had been uprooted, transported to the Cowley plant, re-assembled, and tested. BMW Oxford was recreated as a MINI-only assembly plant, and the very first true production cars were produced on April 26, 2001.

Of course, MINI has gone on to be a major success, spiralling from a three-door hatch to become a multi-million selling brand with several different derivatives. But let's not forget it took 41 years to replace the Mini after a host of false starts, and in the minds of many, it'll still never be properly superseded. The Mini lived on shaky ground at points, but ultimately triumphed. And 60 years on from its birth, a wealth of specialists, clubs and enthusiasts are extremely grateful it did so. 

The late John Cooper gave the R50 his approval while it was still in the prototype stage.





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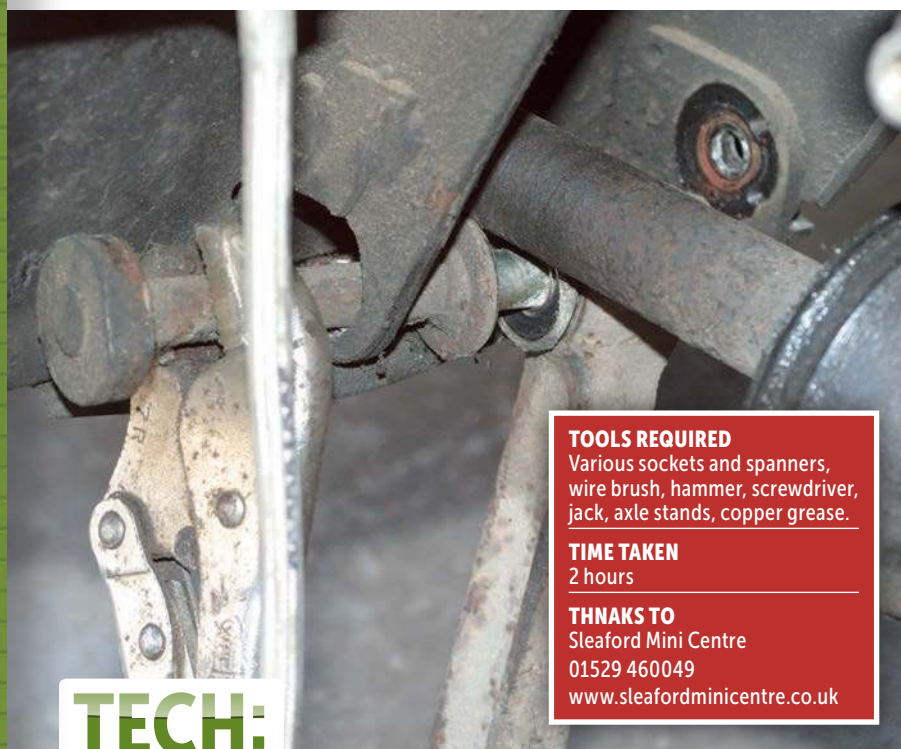
The latest from our Mini fleet, this time featuring the cars of Gerard and Tim.

BEFORE STARTING



The first rule of working on cars and using tools of any kind is don't be stupid. Make sure personal protective gear – goggles, gloves, ear defenders, masks and a set of overalls – are hanging on a hook in your garage and use them wisely.

If you're working with power tools, protective gear is essential. Never attempt to work under a car without supporting it securely using suitably strong axle stands. If you haven't got a fire extinguisher, buy one and keep it near to hand. The bottom line? If you're not completely confident of your own ability to complete any task safely, don't even start it. Leave it to the experts.



TOOLS REQUIRED

Various sockets and spanners, wire brush, hammer, screwdriver, jack, axle stands, copper grease.

TIME TAKEN

2 hours

THNKS TO

Sleaford Mini Centre
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Words and Photography Jon Betts

TECH: LOWER SUSPENSION ARM REFURBISH

Strange knocks? Wayward handling? Sort those bottom arms.

The lower suspension arm on the Mini's front suspension is fitted with rubber bushes to help provide a comfortable yet relatively precise ride. Unfortunately over time these rubber bushes can and will deteriorate resulting in free play in the suspension arm, this will in turn result in a loss of handling, strange knocking noises and an MoT failure if not sorted.

Even for a novice home mechanic, replacement of the bushes themselves is very simple and shouldn't take more than a couple of hours with the only specialist tool required being a ball joint splitter. The new bushes are inexpensive at a few quid each and if you have to replace the pin itself due to corrosion then these are around a tenner each.

If you wish you can replace the standard rubber bushes with uprated polyurethane bushes which will give a slightly harsher ride but will provide a more precise feel to the car as there will be less deflection in the bushes themselves. Most good Mini specialists will be able to sell you these.


Safety is paramount when working on your Mini so always place it securely on axle stands placed on a smooth, sound and level surface

when working on the suspension and do not rely solely on a jack!

To test if your lower suspension arm bushes do require changing, jack the car up and support on axle stands. Then with the help of a friend rock the wheel backwards and forwards whilst looking for play at the end of the lower arm. Any movement here will signify that the bushes are worn and now require replacing.

Don't wait for your annual MoT to do this, check them regularly so that you can be sure that your Mini is always in tip top shape. If your Mini is now MoT exempt then even more reason to check them yourself. Also if one side needs changing it's often the case that the other side will need doing as well so always check both sides of the car thoroughly.

In extreme cases the metal sleeves in the bushes can become seized to the pin itself. If this happens you will need to cut the pin with an angle grinder or similar in order to remove the arm from the car and then replace the pin with a new item.

Once removed a soaking of WD40 or similar should allow you to remove the bushes so the arm can be reused.  →



1

The first step is to loosen the wheel nuts slightly, then jack up the front of the car and place a pair of axle stands under the front subframe. Place blocks either side of the rear wheels to stop the car moving and then completely remove the road wheels.



2

You will need to separate the lower suspension arm from the swivel hub so start by undoing the ball joint nut using an 11/16 inch AF socket or spanner.



3

Then use a ball joint splitter (there are a number of different styles around) to separate the arm from the tapered pin on the ball joint itself.



4

Next undo the nut and bolt securing the tie rod to the lower arm you will need a 1/2 inch AF socket and spanner for this and then remove the bolt completely.



5

You may need to use a hammer to separate the tie rod from the lower arm as they can become seized together. Pull the tie bar sideways and out of the way.



6

There is a single nut securing the lower arm, this can get covered in road grime so before you try and undo it, clean it with a wire brush then spray with a penetrating oil.



7

Once clean, use a 9/16 inch AF socket or spanner to undo the securing nut. Remove the nut and spring washer and the arm is then ready to be removed.



8

You may find it is quite stiff to remove so gently tap it with a hammer, if a gentle tap does not work, replace the nut loosely and then hit it harder, the nut will stop the threads getting damaged.



9 The bushes have metal sleeves and they can become corroded and seize on the pin, use grips to hold the pin and pull free. If they are seized solid then you will need to cut the pin and install a new one.



10 Here you can see the old pin and bottom arm still fitted with the tired old bushes and the new replacement bushes. These are the standard rubber ones but uprated polyurethane ones are also available.



11 Before reassembly can begin, thoroughly clean the pivot pin with a wire brush followed by some emery cloth or sandpaper and then inspect the pin for wear. If any is evident replace the pin with a new one.



12 The old bushes will need to be prised out of the arm, they may simply fall out but if not use a screwdriver or similar to lever them out and then throw them straight in the bin!



13 Clean the arm thoroughly, they do not normally wear and once cleaned can be re-used but do inspect it first just in case. New bottom arms are readily available from most Mini specialists.



14 If your new bushes and metal sleeves come separate then you will need to press them together. A vice or similar will do the job just fine.



The bushes come in pairs making them very easy to fit, simply push one in either side of the arm. They will squeeze in more once the arm is fitted on the car.



To prevent the sleeve and the pin from seizing in the future apply some copper grease to the shaft of the pin before installing it in the car.



17 Push the pin through the subframe and then into the new lower arm bushes making sure you have the arm the right way round so the mounting hole for the tie bar faces forward.



18 The pin has a flat on one side and this must locate in the subframe to ensure that it sits properly and doesn't foul the driveshaft.



19 Replace the spring washer and nut and then tighten the nut using your 9/16 inch AF socket. Do not fully tighten at this stage as you need the full weight of the car on it first.



20

Clean the end of the tie bar if necessary and then push back onto the lower arm, you may need a screwdriver or similar to locate it properly and then insert the bolt.



21

Line up the lower ball joint pin with the hole in the arm by pushing the lower arm towards the ground and then insert it into the tapered hole and refit the washer and nut.




22

You can now tighten the tie rod nut and bolt using your 1/2 inch AF socket and spanner.



23

The lower ball joint needs to be tightened to 40 lbf.ft using a suitable torque wrench. Once done, the car can then have the wheel fitted and lowered to the ground so that the pivot nut can be tightened to 33 lbf.ft. 

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Ask the expert

Your Mini questions answered by our experts.



STAY SQUARE

Q I'm currently working through a full body restoration of my 1973 Mini, and I'm replacing all the panels that most people seem to fit. My issue is that I realised that the sills and floor were rotten when I bought the Mini, but I've now discovered that both the boot floor and the rear heelboard have enough rust in them to warrant replacement.

My issue is that with the whole bottom of the car cut away, how do I know that the rear subframe mounting points will be in the correct position when I weld in the new panels? And how do I double check that the car is 'square' before I do the final welding?

Tony

A This is a tricky question to deal with. We think it's safe to say that most people tend to be fairly confident that their shell is square before they start a restoration, so they tend to try and keep as much strength in the shell as they can as they proceed – this means trying to limit the number of panels that they cut out at any one time so



None of us have a devoted Mini jig in our workshops, so keeping the shell aligned takes a little thought.

"Most people tend to be fairly confident that their shell is square before they start a restoration..."

vital datum points are preserved, bracing the shell with lengths of box section temporarily welded into place when removing larger sections such as floors and sills, and by trying not to move the shell around too much when its structural integrity is compromised.

Outside of British Motor Heritage, we doubt anyone has

a body shell jig dedicated to Minis... let alone your average home restorer.

Misalignment of the bodyshell and subframes will cause the car to handle strangely and it is the reason some Minis look as if they are travelling slightly sideways (crabbing) down the road. So as you point out, it's

essential to position the subframes mounting points and bolt holes correctly relative to the rest of the bodywork.

Checking that the bodyshell is square, corner to corner, wouldn't take anything more high tech than a long tape measure and some accurate measuring. We suspect you



SPARKLESS

Q I have recently bought a 1992 Cooper SPi and have had many problems with it since, mainly concerning electrics. At the

moment it enjoys cutting out for no reason, about a minute after start-up. When trying to restart, it will turn over fine but no power is going to the fuel pump or the ignition. Everything else works fine, lights, stereo etc but it won't start. Then if it's left overnight it starts perfectly.

Initially I thought it was the immobiliser, so I had it removed which seemed to cure the problem, but the problem started again. It also

had problems with charging, but now seems to be fine after fitting a new alternator, battery and the actual cause – a missing earth strap. Could this have affected the starting? Is it the ECU switching the power off?

Mark

A If the battery is underpowered it will definitely prevent the car from starting. There has to be a certain minimum voltage

available from the battery to power up the ECU/ immobiliser to start the car. If the battery is low, the current drain from turning the engine over will drop the voltage below that required to power up the electrics – hence no starting. A missing earth strap would also cause electrical issues. It sounds as if you have replaced the items causing the main issue of low battery power, so you should be OK.



SMOKING BAN

Q We've recently purchased a 1977 Innocenti Cooper which had been standing for about three years. We think it was a project that stalled. We managed to get the engine to run, but it smoked heavily.

We've started to strip the engine and found two of the pistons had turned a nasty dark brown on top. We cleaned them off and they look brand new. We've also noticed that the pistons all have +.060 marked on the top – would we be right to think that the engine may have been rebored, and if so, why does the engine smoke so badly if it's already been

rebuilt? Also, what size would the engine be now?

Mike

A We think you may have discovered why the car sat unused for three years. As you don't appear to have much background info on the car, when and how the engine was rebuilt will have to remain a mystery. But the fact that only two pistons were brown would suggest that's where the problems lies. Cleaned up, the piston crowns may well look new, but you have no idea of how many miles the engine has done, whether the rings bedded in correctly after the rebuild, or whether the engine received the correct

subsequent care in terms of setup and maintenance. There may well be bore damage on the two 'brown' bores, or it may just be ineffective piston rings. You won't know until the engine has been stripped down and inspected by someone knowledgeable.

The Innocenti range of Minis ceased production in 1975 (to be replaced by the square bodied Bertone styled cars), so we'd guess that if it's registered as a 1977, that's the year it was imported rather than the date it was built. If it's one of the last, it will be a 1300 (1275cc), meaning a +.060 over bore would give 1330cc. If by any chance it's a 1000cc car, the engine size



would now be 1150cc.

We'd suggest taking the block and rotating assembly along to a respected engine builder. If the bores are still in good condition and the engine hasn't covered many miles, you may get away with having the bores honed and new piston rings fitted. Otherwise, if the block needs to be rebored again to be useable, you can expect things to get expensive.

would need to refit the subframes (after first checking that these were also square by measuring diagonally between all four corners.) Measuring diagonally between the outside four corners of the front and rear subframes should give you an accurate idea of how square the shell is, remembering that everything should be also equal and symmetrical from side to side – sounds obvious, but checking the wheelbase is the same on both sides is also crucial... Sounds laborious, especially as should adjustments need to be made, the rear frame will no doubt need to be removed and then refitted for double checking. Good luck.

CUT A DASH

Q I want to install a full width dash in my Mini – something like the wooden ones fitted in the injection Minis, but not exactly.

I'd like some extra space to fit a stereo, and a few additional gauges (like the injection Minis) but I'm not a fan of polished wood. Is there a company out there who offers custom designs to suit my Mini...?

James

"If the block needs to be rebored again to be useable, you can expect things to get expensive"

A We're not quite sure what you're after here, but thankfully there's a lot of options you could take. You could easily buy a secondhand wooden dash and recover or repaint it as you wish. As you're not looking for one in perfect, ready-to fit condition, it shouldn't cost you the earth.

If you want to let someone else build your dash for you, have a look at what Custom Consoles have to offer. They offer a huge range of configurations, with a massive

range of colours and finishes, including leather look and metal finishes with treadplate, swirled aluminium, carbon fibre and brushed aluminium options.

BRAKE DOWN

Q Recently, I took my 1976 Mini Clubman 1100 into a local garage for an MoT and to sort a few little problems out – it's my first classic car and I haven't had to work on my own cars until now. Not long after it came back, the brakes started to have trouble stopping the car,



and now they have stopped working completely. The Mini passed the MoT with no problems so I can only assume the problem has developed since it was there.

My dad has agreed to help me try and fix the Mini but we're having a few issues. I've now replaced the rear wheel cylinders and the flexible hoses. The front wheel cylinders appear to be fine, but I think we now need to replace the master cylinder as we have bled the brakes repeatedly but still can't get pressure on the brake pedal. Is there anything else that could be causing this problem?

David



Opting for a secondhand dash is a great way to revamp your interior without breaking the bank.



DOING THE SPLITS

Q I love the look of the 6x10 inch MB Racing split rims but I've been warned that having the wider wheels on my car may affect the braking and could possibly damage the car – is this true? Would I have to uprate my brakes and what would be the easiest way for me to go about it?

Chris

A Simply fitting 6x10 inch rims won't cause you much trouble and won't cause your brakes to fail or damage the car in any other way. However, they may need a wide wheel spacer, up to maybe a 1 inch wide fitting to give the necessary

clearance, which will slightly exaggerate the already poor bump steer the Mini suffers from and will put slightly more strain on wheel bearings.

Make sure the steering rack, track rod ends and suspension arm bushings are in good order, the wheel bearings in good condition and well lubricated with appropriate grease, the drive flange collar end that clamps the wheel bearing to the CV joint is not worn and the tracking set correctly. If you plan to lower the car, you'll have to get this done anyway and it would be prudent to fit adjustable tie-rods, and uprated tie-rod and bottom arm bushings to help control the suspension.

You don't say what size



Split rims look the part but there are a few things to consider before you fit them.

wheels are already on the car, but if yours is a disc braked car and was built for 12/13 inch wheels, you'll need brakes that will fit beneath the 10 inch wheels. Kits to convert to the Cooper S 7.5 inch disc set up are widely available from the Mini specialists.

It would also be worth fitting a set of slightly uprated dampers like Koni Classics or KYB Gas-A-Just types. Adjustable dampers aren't essential but if you go for them, buy the shortened versions suitable for dramatically lowered cars.

A First of all, congratulations for getting your overalls on and getting your hands dirty! We all know how great Minis are, but if you have some understanding of how they work and how to fix them, the owing experience is that much better.

No pressure at the brake pedal means there must be a hydraulics problem somewhere, perhaps a leak of either fluid or air. A 1976 Clubman has the most straightforward braking system – it's a simple, single line (front/rear combined) system. If the rear wheel cylinders and flexible hoses are new and the fronts are supposed to be OK, it may well be the master cylinder. This is common on old cars where the seals deteriorate and split, giving no seal at all.

When pumped, the fluid simply bypasses the pressure seal where any resistance is present, although it pumps fluid when a bleed screw is opened as there is little pressure. Until you fit the new cylinder, you won't know. The replacement should be the single feed, single line tin pot type – although replacement ones with a plastic reservoir are also available

"No pressure at the brake pedal means there must be a hydraulics problem somewhere"

which tend to be a little cheaper than the original type. It should cure the problem.

Leaks anywhere else in the system don't usually lead to no pressure at all, unless the leak is dramatic and you'd see that in the pool of brake fluid you'd have on the floor in no time at all. Leaky pistons or pipes tend to give a mushy pedal that fades away under constant pressure.

DRAUGHT PROBLEMS

Q My Mini has a 1275 lump with a Stage 1 kit, straight-through exhaust and a single 1.75 inch SU carb with a K&N cone filter.


A friend has offered me a cheap, twin choke Weber 40 in virtually new condition, which I have to admit I'm tempted by... Would there be any great benefits in fitting the Weber over the single 1.75 inch SU, and if so, would this involve much work? I'm keen to get on the road as quickly as possible.

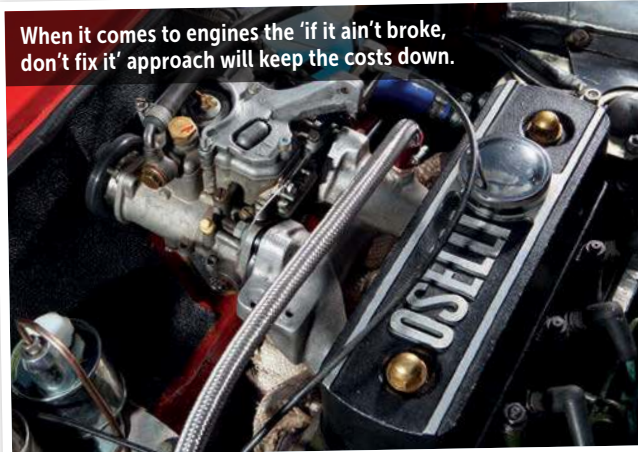
Sean

A Fitting a sidedraught Weber carb on a five-port Mini involves quite a lot of work. The bulkhead would need modifying by fitting a large air box let, to clear the carb and air filters when fitted to efficient inlet manifolding. A complete linkage system – if this is not included with the carb – will also need to be purchased.

On top of the costs and labour involved, you will also need to budget for a rolling road set-up

and all the jetting/choke changes needed for a Weber – which can also get very expensive, very quickly.

Your current engine is not in the sort of state of tune to use the extra airflow potential. The set-up you've got will cope more than admirably with what you have and indeed, should you choose to, up to a healthy state of tune... and since you already have it, it's the more affordable option. 



When it comes to engines the 'if it ain't broke, don't fix it' approach will keep the costs down.

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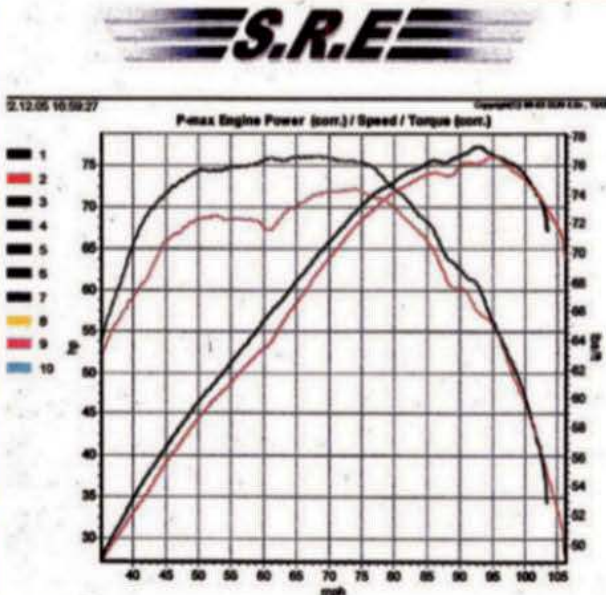
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Words and Photography Gerard Hughes

PROJECT GT OF MANY COLOURS

If you're after the perfect paint finish, there's no choice but to put some serious hours into the final prep.

Once you start a full respray on a bodyshell, you realise how time consuming it is. The actual painting, when undertaken by someone who knows what they're doing, takes very little time. The rest of the process – the prep, rubbing down, filling and

painting the engine bay or floors.

The Downton's first trip into our makeshift spray booth was on its side. As you would have seen in the last installment, the underside had been completely stripped with cup brushes in angle grinders. The bare metal was then

"You don't want to risk damaging them while painting the engine bay or floors"

masking takes huge amounts of time. Especially when you consider that each of these processes will be repeated for each coat of paint.

The Downton GT needed to be painted inside and out, including the underside. The outer panels are the last to be painted which makes sense – these require the best possible finish and you don't want to risk damaging them while

etch primed, seam sealed and the vulnerable areas treated with a rubberised underbody sealant. Then came filler primer coats, and finally, top colour coats. This included the inside of the front wings and inner wings.

Back on its trolley the same process was then repeated with the engine bay and the interior. Although the outer panels were yet to receive their final

flattening, they were carefully masked off. They had already received many hours of prep including filler work, and dealing with unnecessary overspray would be most unwelcome. Seeing colour coats going onto even these mostly hidden areas gave us a real boost. The preparation stages were the most labourious part of the restoration, and this gave us a hint that the end was at least in sight.

The level of preparation required on the outer panels, even for the primer filler coats, may come as a surprise to the uninitiated. Most people understand that you need to work through the coarser grits of abrasive – such as 400 to 800 – to remove heavier imperfections, but by the time you're ready for paint, the whole shell should have been carefully rubbed back with a fine paper, such as 1200 grit. If you can see lines ➡

in the surface like scouring marks, these will show through clearly once the paint is applied.

As we were respraying over existing layers of paint, Gav Parrish, our body man, decided that a belt and braces approach was required, and any raw edges of rubbing down which showed multiple layers of paint were covered with a layer of Barcoat.

This a fast drying yellow oxide isolator – you can see it as the bright yellow patches in the pictures – and stops any solvents reaching the underlying paints which may cause the old paint to lift or bleed through. This is sprayed over any potentially vulnerable areas, and then simply degreased before the primer coats – rubbing it down would only make the application pointless.

Satisfied that the surface preparation was as good as it could be, the shell was once again wheeled into the booth and

carefully masked. This included a valance around the lower edges to prevent any overspray going under the shell and onto the already finish painted areas.


PRIMED UP

After one last degreasing of the panels and a once over with a tack rag to remove any dust, the primer filler coats were applied. And once Gav was happy that he had the coverage he wanted, the paint was left to cure.

Without an oven, curing times are increased but even though the car was painted at the height of summer and ambient temperatures in the workshop were high, we decided to leave the primer coats for several weeks to ensure all solvents had lifted out and give the paint chance to show any sinkage that might occur. This was doubly important with the Downton as the roof and tail

section are fiberglass and this material can be tricky to paint successfully.

In the end, it wasn't the fiberglass that caused any issues but rather a couple of small areas which had been filled which shifted as the paint dried out. The whole car was given a light coat of dark paint – a guide coat – which shows low areas when the final wet flattening of the primer coats is carried out. This really is the make or break point, and even though you'll be convinced the surface is as good as it can be, when you start to flat out the guide coat, you'll see that more time with the wet and dry is needed.

With the prep at last completed, all that was needed now was a warm dry, day for Gav to lay on the final colour coats. There was plenty to be getting on with while we waited for the British weather to play ball. In the next installment, yet more painting – in a variety of shades... 



1 It's taken hours of prep to get to this stage – rubbing down, filling, and then lots more rubbing down. To prevent any of the old paint lifting or bleeding through, any multilayered exposed areas are treated with Barcoat.



2 The Downton is transformed when the first coats of primer filler are put on. Several coats were applied to ensure enough coverage and depth to cope with the following flattening back.



3 The primer coats were given plenty of time to cure properly as we concerned that there might be some sinkage on the fibreglass tail section of the car. Our worries proved to be unfounded.



4 A guide was sprayed over the primer in preparation for the final rubbing down. This gives you an accurate indication of any high or low spots in the paint and will help you attain that perfect finish.



5

The guide coat only needs to be misted over – you don't need a thick coat of paint as its only job is to be sanded off again. Particular attention was paid to the joint where the old duo tone paint met.



6

Final flattening down begins with fine paper and plenty of water. Keep cleaning off any residue that builds up and with the assistance of the guide coat, checking that the surface is completely smooth.



7

Every inch of the shell is inspected before its signed off ready for final paint coats. We had to retouch a couple of areas where the primer coats needed more work than expected, such as the base of the A-panels...



8

The final colour coats are applied in sections – first the underside, including the inner wings, then the interior and the engine bay. The outer panels are the last to be painted to minimise the risk of damage or overspray.



9

Preparing the shell for the last time ready the final colour coats. Degreased, wiped over with a tack rag to remove any last traces of dust and then fully masked to protect the areas which have already received their final coats.



10

It's not just the shell and the main panels such as the doors and bonnet which need to be painted, there's also the endless smaller items which need the same treatment – here the door hinges, bonnet locks and shock top mounts.



11

There's also plenty of running gear that needs to be sorted while the shell is going through the painting process. The Downton hadn't covered many road miles but there's no telling what condition things like the rear subframe are in.



12

After cleaning up with a pressure washer, we found that the subframe was sound but was showing the first stages of corrosion, with plenty of surface rust under the peeling factory black paint.



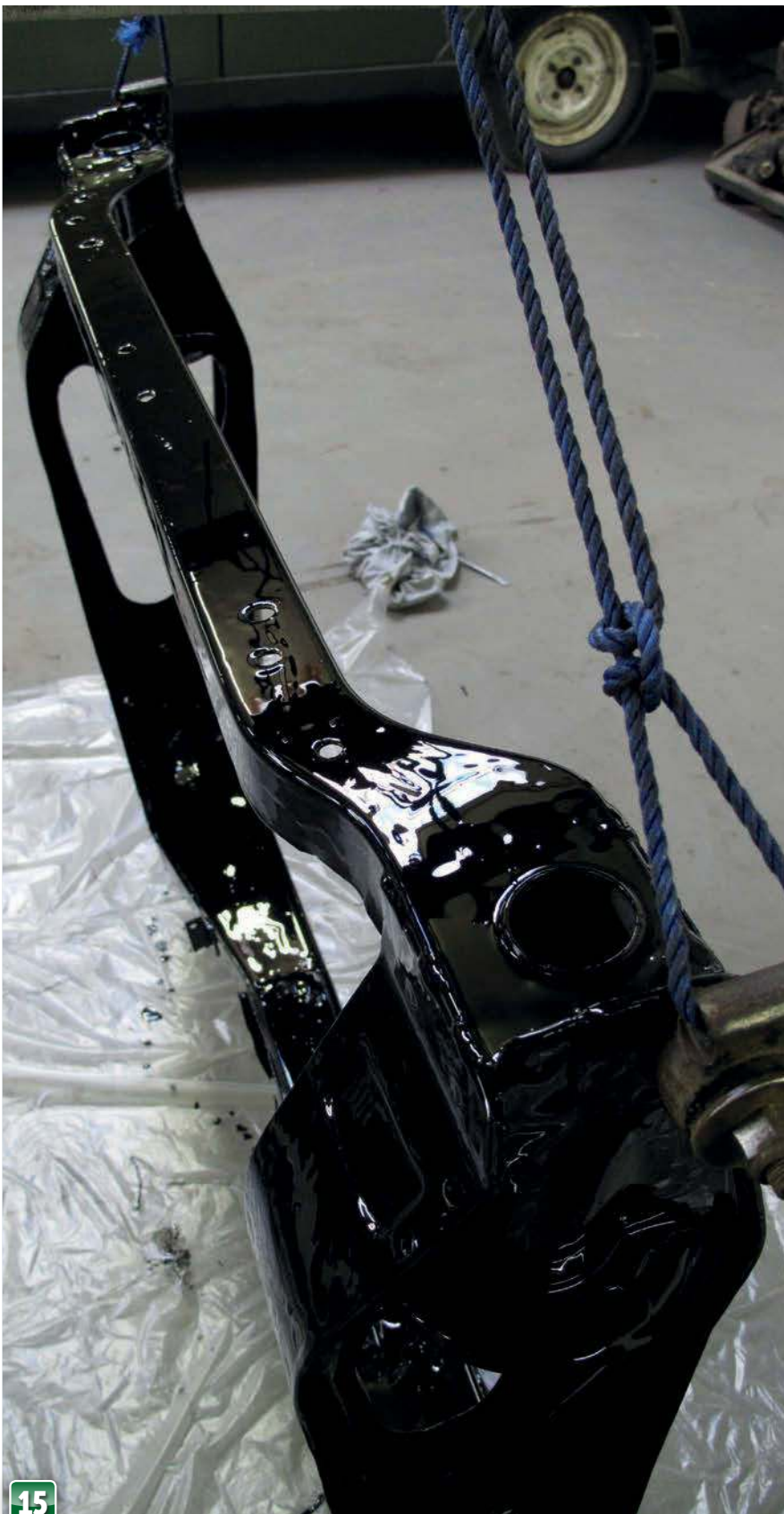
13

All of the surfaces were thoroughly cleaned. On the flats, this involved a soft wheel in an angle grinder to return it to bright, clean metal. The whole thing was then treated with Ferton to stabilize any potential rust spots.



14

There seems to be plenty of different approaches to making sure a rear subframe has a long service life, but everyone agrees that a good paint is key. This needs to be worked into every inch of the frame.



15

This should be good for years to come. Before the car returns to the road, the subframe will also be treated with a rustproofing wax and beyond that, making sure it's clean is the best insurance against future corrosion. **mini**

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Gerard Hughes
Editor

MINI LIFE Been into Minis for as long as I can remember. Worked on the first issues of Mini Magazine in 1996, and was editor from 1997 to 2001. Never been too far away from Minis, the scene or the magazine.

MINI SPEC Standard 1969 Riley Elf with lots of rust, split seats and mostly functioning mechanicals.

GTM Rossa with MG Metro 1275cc engine. Been in long term storage so will need lots of work if we're to take it out on the track this summer.

MINIS OWNED

Quite a few over the years including a Mk1 1275GT, van, several estates, Status 365 and many cheap and cheerful saloons.



The Right Right Tool

Trying to fix the GTM's leaks shows up a few holes in the toolkit.

The last time I went to work on the GTM Rossa, as I pushed the car out of its corner I found I was standing in a pool of oil, roughly equal to the half litre I'd previously added to the sump – the driveshaft and gearbox rod change oil seals were clearly shot. If you're going to start replacing seals, it's a good idea that you don't introduce muck and grit into the engine when

you fit the new ones.

The underside of the GTM's gearbox (and pretty much everything else under the rear of the car) had been coated with a thin film of engine oil mixed with anything that could be drawn up off the road. There's no nice way to deal with this – Swarfega degreaser, an old paint brush to really work it into the corners, and a jet wash. And to stop

too much of the oil, grit and dirty water finding its way onto me and into my eyes – overalls, hat, gloves and goggles...

Once you're resigned to do it, it's actually quite a pleasing thing to do, especially when the underside of the car sparkles like the GTM. Once dried off, it also makes being under the car far more pleasant.

I decided to tackle the gearbox rod

Leaking driveshaft and rod change seals result in a lot of filth. Note the GTM gearchange under the sump.



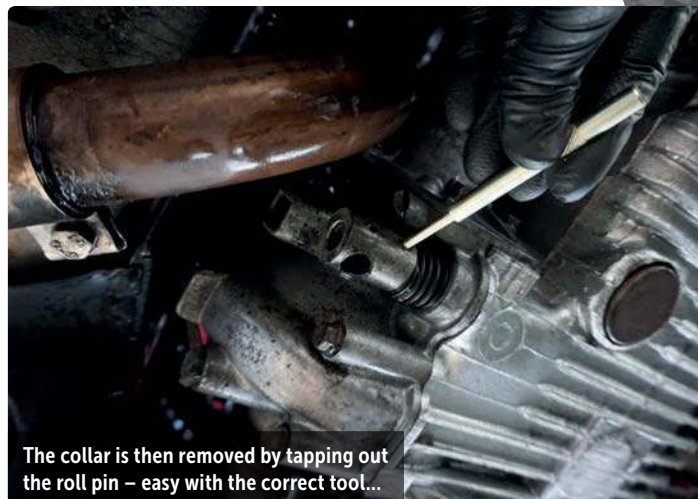
First line of attack – degreaser and a paint brush to get into every nook and cranny.



The jetwash really cuts through once the degreaser has been given time to work.

To do list

1. Fit oil seals after sorting the breakages.
2. Make an ignition switch out of the parts I have.



"Once you're resigned to do it, it's actually quite a pleasing thing to do"

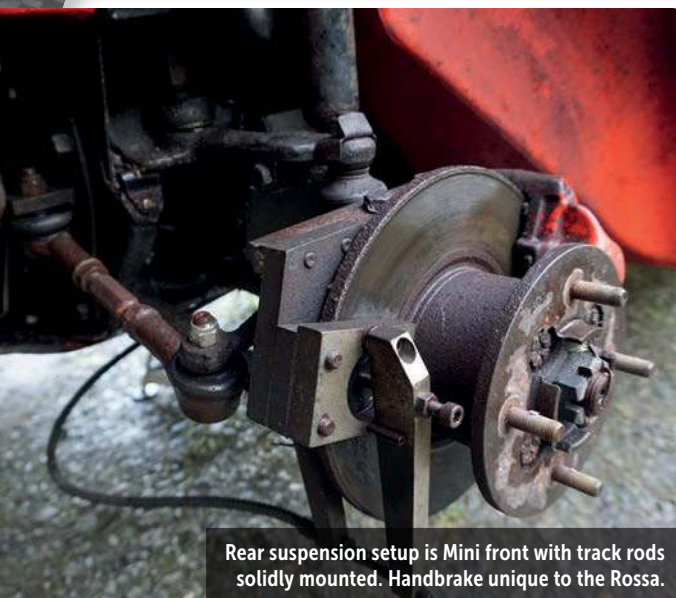
change seal first. As the engine is at the rear on the GTM, the change is almost hanging out back, making it much more accessible than on a standard Mini. The key difference is that an extended rod change runs down the centre of the car, and then with a few custom parts, is diverted under the gearbox with a bolt-on, u-shaped rod. It works surprisingly well, and only requires two bolts to be removed before the job becomes identical to the swap on a standard Mini. Removing the selector rod collar roll pin is easy with the correct

punch (and a nightmare without it). I'd elected to buy a complete seal replacement and upgrade kit, which not only includes the new seal, but also an ally collar which sits behind it to reduce the tendency to leak, a rubber bellows to reduce the ingress of dirt plus a new roll pin and the punch. I've had several of these punches over the years, but like so many of my tools since we moved workshop, there was no guarantee I'd be able lay my hands on it – more of this later...

It was only when the gearbox

All re-assembled with new seal, bellows and roll pin. Bellows should help keep dirt out a little longer.





Rear suspension setup is Mini front with track rods solidly mounted. Handbrake unique to the Rossa.

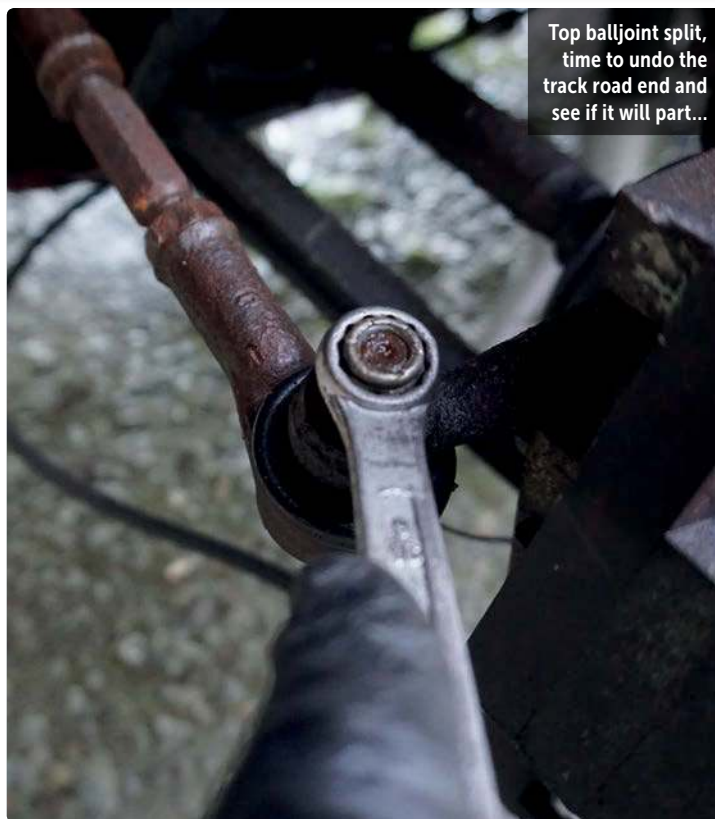
Ball joint splitter looked fit for purpose but in use, was sadly lacking, with jaws side loading the swivel pin.



Material on the fork section cracked away after being tapped into place. Not reassuring.



Use the right tool! End result – one mangled track rod end. Another job for the list...



Top balljoint split, time to undo the track road end and see if it will part...

"They were old tools, but increasingly, I find that's a good thing"

was clean and I was lying under the car that I realised that a previous owner had already fitted the upgrade kit. No matter, the new seal and bellows were fitted and the whole linkage was reassembled. One oil slick source sorted, two more to go.

To get to the driveshaft oil seals, you obviously need to remove the driveshafts. Jack up the car, remove the road wheels, and then undo the balljoints. As long as you support the weight of the hub, there should be enough room to pop the pot joint out of the gearbox and replace the oil seal without having to dismantle the brake hydraulics. Nice and straightforward in theory.

Just like my rod change roll pin punch, my ball joint and track rod end splitters have been missing since we moved workshops. They were old tools but increasingly, I find that's a good thing. I'd used both many times, and despite some heavy handed use, they never let me down. I was bit stuck without them, so bought a new balljoint splitter off the

internet and this was the first chance I had to use it.

The old saying 'Use the right tool for the job' may need to be updated to 'Use the right right tool for the job'. It looks like a balljoint splitter, but the sloppy fit of the pivot pin should have been a giveaway. The corner of the fork section cracked off as it was being tapped into place – not reassuring considering the shear force applied to these tools in use. The shape of the top jaw meant that by the time any pressure was actually being applied to the pin, it was acting on the side, not straight down as it should. It just about worked on the top balljoint, and I should called it a day and went looking for the 'right, right tool' but wanting to get on with the job, I thought I'd try it on the track rod end. Not a good move. End result was a destroyed yet still firmly in place track rod end.

So the oil seal now requires a track rod end replaced. I shall have a hunt around to see if some old workshop tools are on eBay...

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Tim Harber

Contributor
www.minimail.co.uk

MINI LIFE Driven them since 1967 and started a business around them in London in 1977. Moved to the countryside in 1989 to allow more space to fit cars and family in. Started racing in 2002 (aged 52). Have raced Mighty Minis but have concentrated on Historics since 2010.

MINI SPEC 1961 Racer is re-shelled test bed-come-toy (last out with a seven-port motor). 1965 1293 Racer is built to FIA Appendix K Historic regulations. 1967 Woody was wife's daily driver for seven years, and is now resting. 1974 Mini Marcos is waiting for everything to be restored. 1992 Rover Cooper is a fuel-injected Super Mighty Mini's race car.

MINIS OWNED

1961 Racer
1965 FIA spec racer
1967 Woody Estate
1974 Mini Marcos
1992 Rover Cooper



Tim had plans to build 'Mini Henge' but customers kept buying the sculptures to build trailers...



Half a Mini delivery.

When Minis were worth nothing, Tim used to make use of the haulks...

In the olden days, when Minis were ten a penny, everyone used to scrap them as you might scrap a Fiesta now. I used to have a Mini-back end as a trailer; a Woody Estate as it turned out. Someone asked if I would sell it but I agreed that the next Woody that became available, I would let him know and he could make his own. One did appear and we cut it up, stood it on its end to stop it filling with water and stuff and waited for him to re-appear. It started a conversation piece that turned in to

a side line cum hobby. I started to think we could have one of each model - Mini Henge. Well, they used to go back out to become trailers before I got a full collection installed and finally, the Woody went a few years back (not to the original guy who asked for one). I ended up selling the last one in the last month - an Elf. It's been upright for about 15 years so is pretty rotten but that isn't going to stop my Japanese friend having a go. When I first started in the Mini business the Japanese market was

exclusively focused on early original cars and they would have scoffed at the idea of bastardising a valuable old relic like this. How times change. Mind you when I started a Mk1 S in excellent nick was worth about £1000-1500 and they were fetching £10,000 in Japan - hence the export of many of our original early cars. Now, the UK seems to command the highest prices so cars are at least returning to these shores

Time to dig out the chainsaw and remove the Fairy Elf in the Glade! 

Woody started the trend...



...and the Elf was last to go.



To do list

1. Think how to spend the £100 I got for it!
2. Try to find a new arty endeavour

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AUSTIN

40 LIMITED EDITION



1999, £POA. Quite rare, only 50 made. In white, part of a collection, blue leather interior with leather steering wheel. Please call 07789 555636, Middlesex.
11086

AUSTIN MAYFAIR



1988, 65,190 miles, £3,500. Targa red, MoT May 2020, had for 29 years and garaged. Recent new rear subframe brakes and suspension renewed, any welding that was required. A good solid car. Please call 07950 371790, Lancashire.
11037

MKII



1968, £15,000 ONO. Very low mileage and the car has hardened valve seats and run like a dream. The car was shipped to Cyprus in 1969 and a had life in the sun and returned to the uk in 2015. Please call 07506 097702, Suffolk.
12914

SUPER DE LUXE



1964, 48,000 miles, £11,900. Unrestored, original, lovely condition. One owner for 54 years. Drives beautifully, obviously as it is original the odd old minor welding repair. Need nothing ready to use and enjoy. Please call 07770 798921.
12314

VAN



1975, £7,995. Tax and MoT exempt. Good all round condition and many new parts. Please call 07746 921761.
12171

VAN 95L



1981, 10,000 miles, £17,500. Stunning original unrestored condition, never had welding or paint and still has original shiny paint in the wheel arches. Please call 07711 373037, Denbighshire.
11920

CLUBMAN

CLUBMAN



1980, £15,000. Honda 1.6 vetc, 182BHP, MSUK rally passport, long MoT, show standard competition car and track can or road rocket. Any inspection velone four sets wheels and tyres. Please call 07946 313923, Somerset.
12311

CLUBMAN ESTATE



£14,950. Show-stopping 1980 Mini Clubman Estate. Mini World project Mini 'Subby the Clubby'. 1330cc, twin HS4 carbs, bespoke Corbeau interior, Dunlop D1 alloys, extensive body restoration, striking paint, minimalist engine bay, running-in miles only Please call 07841 355916.
8822

CITY

1000CC

1991, £2,750. Body has been fully primer coated. Doors, bonnet and boot primed. Engine painted. Nearly all parts cleaned and painted. Stone chipped bulkhead and underside. It has new front end, inner and outer wings, sills, front headlights and valance. Please call 07393 904332, County Durham.
12113

CITY SALOON



1986, 33,000 miles, £5,400. Bodywork, very good condition, will have full MoT when sold. Under side very good condition and always garaged. Please call 01767 261358, Bedfordshire.
12522

COOPER

COOPER



1981, 13,000 miles, POA. Totally original, even has the same tyres it was born with on. Lots of photos on request, very rare in this condition and mileage. Please call 07904 555335.
11993

COOPER



39,650 miles, £7,500 ONO. Full service history from registration including all receipts not till end of July 2020. Original car garaged from new and in good condition throughout Please call 07976 934844.
11247

COOPER



1998, 92,000 miles, £7,500. Engine and gearbox rebuilt, brand new block crank and pistons, lightened flywheel, new clutch, new head and valves, roller tip rockers from Minisport, KandN air filter, gearbox reconditioned by Bill Richards, cream leather interior and brand new wooden dash. Please call 07715 271742, Kent.
11448

COOPER



50,000 miles, £9,999. New everything. Even the cover comes with it (again from mini sport). Kept in dehumidified garage. Everything works just fine as it should. 12 month MoT is of note, leather interior. Please call 07973 444778.
11069

COOPER



1994, £4,995 ONO. Fully rebuilt, new panels, no corrosion, new interior, engine and gearbox are fully rebuilt, Bluetooth media, unit with reverse camera, no expense spared over £3,000 spent. Please call 07951 174292.
10955

COOPER



1989, £2,750 Ono. Flame red, original panels and sills. Runs and drives well, original interior, chrome features added and needs some cosmetic work, worth a look. Please call 07970 273201.
11744

COOPER



98,000 miles, £2,999. Leather seats, manual gearbox, power steering, remote central locking, stereo and CD player, electric windows, alloy wheels, ABS brakes and rear head rest. Please call 02380 766870, Southampton (T).
11484

COOPER



£11,500. Unique custom, professional fresh build. Stage 1.1275, Lamborghini pearl grey/Black pearl, roof and detailing. Show car, never been shown! Absolutely gorgeous, thousands spent, tonnes of new parts and hardly used since completed. Please call 07932 434217.
11547

COOPER



1979, 72,000 miles, £4,995 ONO. Much loved and has been in the family for 35 years. Great runner and great condition throughout with lots of new parts, some rust bubbles on A panels but underneath, floors and boot all solid and MoT to May 2020. Please call 07780 608498, Wiltshire.
11659

COOPER JCW



£9,999. Ex Mini Challenge Engine. Built for track days/trials. Single seat. Roll cage. Road Legal, superb condition inside and out, very low usage. Please call 07921 666890, East Sussex.
11263

COOPER S JCW



2003, £5,000. Multiple optional extras and upgrades, well loved and looked after Mini Cooper S JCW, 225 upgrade with documentation. Please call 07568 179629.
11334

COOPER SPORT



69,000 miles, £12,000 Ono. Full service history, MoT Nov 2020. British Racing Green and full service history. Please call 07468 563573, West Mids.
12711

COOPER SPORT LE



£15,995. This example in my opinion is the best colour scheme of Brooklands green with matching green leather interior, carpets and wooden dashboard. The car has an alarm and immobiliser with remote key fob and 2 sets of keys. Please email philiptristram@hotmail.com.
11259

COOPER SPORT MPI



2000, 59,000 miles, £11,750. MoT August 2020, full length ESR, major restoration 2016 previous owner, black/silver leather and metal dash. Please call 07801 672552.
12714

COOPER S



£17,950 Ono. No 918077A MK1 '60s' shell, 1,275 S running gear. Morspeed 1,293cc S, 11 stud, twin SU carbs, synchro S gearbox, Spicer couplings, S discs, oil cooler, twin tanks. 23,200m is warranted. Inside brake pipes/pump. New Minilites/tyres. Perfect. Please call 01628 483539, Bucks.
12312

COOPER S JCW

2003, £5,000. 225 upgrade and multiple optional extras and upgrades, well loved and looked after mini cooper S JCW. 225 upgrade with documentation. Please call 07568 179629.
12162

COOPER S

1966, £13,000. Left hand drive, US car, tatty project car, price delivered to London gateway dock. VAT paid with and papers to register vehicle and photos available. Please email pwiseman46@hotmail.com
12922

ITALIAN JOB



1993, 72,000 miles, £4,750. Only 1,750 were made 1000 to the UK market 750 to the Italian, MoT until August 2020. Owned it since 2010. Very good condition. Please call 07519 228096, Surrey.
11694

RS3



2001, POA. Silver body black roof. Stored in garage and in good condition but not used. Please call 07752 730983.
11952

MAYFAIR

MAYFAIR

1987, 64,000 miles, £8,750. Owned for 10 years, completely professionally restored, including underbody rustproofing, new upholstery, larger radiator, quartz headlights, heated front window, temperature gauge, good speakers, stainless exhaust and bumpers. Excellent condition throughout. Please call 07900 431978, Herts.
12532

MAYFAIR



1988, 29,000 miles, POA. 12 months MoT, denim blue, no rust no rot, beautifully standard inside and out. Not a better one around for the price and needs viewing to fully appreciate. Please call 07764 306103.
12474

MORRIS

1000



1986 63,400 miles, £3,500. Blue, Union Jack roof, alloy wheels, many new parts and runs well. Please call 07876 053543, Hertfordshire. 12176

1000



1972, 26,200 miles, £11,495. With very few stone chips the paint work is in excellent condition. Clearly the restoration was very well carried out. The period vinyl seating is in excellent condition and the tan colour complements the harvest gold paintwork beautifully. Please call 07885 742090, Langton. (T)

11374

COOPER 1275



1969, £17,500. Original stored for 37 years total rebuild all on CD full vinyl sun roof gutter and window modifications. Please email paulridley2@aol.co.uk.

12680

PICK-UP

PICKUP

1979, £4,500. Body work needs attention. Please call 07934 926205, Milton Keynes. 11418

PICK UP



1980, 67,353 miles, £13,950. Based on Fiat panda 4 x 4 MoT 15/08/2020, 13" in alloy wheels, s.s exhaust, load bed and sides alloy tread plate. Please call 07885 808985, Fife. 11576

ROVER

COOPER



1999, 18,000 miles, £POA. One private owner from new. Excellent condition, MoT, garaged. Please call 07444 016386, West Sussex. 11131

RI PROJECT



1989, £2,500 ONO. Project sound shell, small roof repair required, 199 4xv RI engine, loom, clocks, carbs, everything required for project and loads of spares including 2 doors. Please call 07957 469405, Cumbria. 11249

RACING GREEN LE

1989, 89,000 miles, POA. MoT July 20, 60+mpg, low insurance and a suitable first car. Please call 07907 029532 or email deliverance4u4u@gmail.com, NW London. 10947

ROVER COOPER



1992, POA. 12 months mot with no advisories, starts and runs first time, new steering rack gaiter and windscreen wipers for mot, mechanically sound but could do with the front wings looking at as they have visible rust but has just passed MoT with them. Please call 07926 036767, Dartmore. 12018

ROVER COOPER



1999, 71,000 miles, £11,000. Extensive work undertaken, new subframe, all parts documented, MoT Aug 2020 and featured in Mini Mag. Please call 01522 683252, Lincolnshire. 12769

ROVER MINI



1992, 56,591 miles, £4,500. Superlight alloys with 175/50 R13 Yokohama tyres alloy superfin rear brake drums and mintex shoes just fitted. also new front brake discs and pads RC40 exhaust system. Please call 07909 516247. 12556

ROVER MINI COOPER 1.3i



2000, 79,000 miles, £3,250. Anthracite/ white, MoT June 20, new rear sub frame, rear shocks, ss exhaust, bumpers and grill. It needs body work and 2nd gear synchro. Please call 01728 454988.

11065

ROVER MINI



58,000 miles, £5,700 ONO. Japanese import, excellent condition, automatic, air con, leather seats, wooden dash and capping's. Rare Yukon Grey colour. Original panels and paintwork. Please call 07545 601898, Leicester.

12918

ROVER MINI COOPER SPORTS

2000, 88,000 miles, £10,000. One owner since new. Please call 07595 510997, Chester.

12884

ROVER MINI MAYFAIR



1992, 61,000 miles, £3,250 ONO. MoT August 2020, 13" wide wheels, sport arches, new carpets and interior could do with a tidy E.G. headlining etc. Please call 01352 781023, Flintshire.

10988

ROVER MINI

1994, 33,000 miles, £9995.00. Nineties reliability, sixties looks, based on Rover Sprite. Over £10k spent turning this car into a long-distance tourer and reliable daily driver. 5 new Minispares ST-Minilites, 5 Dunlop SP tyres, Cooper S brakes, hi-los, brocade interior + oval dash, etc. Maintained by Wood and Pickett and VmaxScart. Please call 02083 980287, Surrey.

10298

ROVER MINI COOPER 1.3i



2000, 79,000 miles, £3,250. Anthracite/ white, MoT June 20, new rear sub frame, rear shocks, ss exhaust, bumpers and grill. It needs body work and 2nd gear synchro. Please call 01728 454988.

11065

ROVER MINI SPORT



2000, 49,000 miles, £12,500 ONO. One of the last 500 off the line in good condition and garaged. MoT March 20 and full history. Please call 07779 418087, Worcs.

10817

ROVER RIO



1993, 55,000 miles, £3,499. MoT August 2020, Alloy Wheels, Wood Dash, Radio/Cassette Player, Good Condition, Working fine, ready for everyday use or weekends. Offers considered. Please call 07779 775981, Somerset.

11402

CARS WANTED

MKII

1968/69, Wanted. Please call 07958 728493, London.

MK1/II/III

Wanted. Any condition, good or scrap and any mini. Please call 07979 406536.

11520

PARTS

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£30-£100. Roller tip rocker assemblies. One set low mileage, very good condition £80. One set good condition bur rollers need replacing £30. £100 for both. Please call 07786 074878, Portsmouth.

11315

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£180. 5 x 10. Please call 07979 406536, Yorkshire.

12903

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£180. Set of exacton 4 x 5 x 10. Please call 07979 406536, East Yorkshire.

12384

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11750

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£850. Set of 4. Please call 07979 406536, East Yorkshire.
11423

MINI GRILLE



£60. Please call 07979 406536, Yorkshire.
12902

MINI MANIFLOW



£120. Manifold large bore manifold CLM 005 and Manifold 2 inch twin box, side exit exhaust system LST 005A. Rusty but still solid. Please call 07786 074878, Portsmouth.
11314

MINI S SUMP GUARD



£150. Never used or fitted. Please call 01217 050849, West Midlands.
11925

MINI SUMP GUARD



£30. Strong and light. Please call 07979 406536, East Yorkshire.
11749

MKI/II MINI PASSENGER DOOR



£90. Please call 07979 406536, East Yorkshire.
11255

MKIII PARTS



POA. Mini left over from restoration. Please call 07788 821542, Essex.
11883

UNFINISHED PROJECT



£8,500 ONO. Blueprinted engine just reconditioned at green and white, solid shell with many new parts including discs /4 pot callipers, gas shocks, s/c c/, gearbox, torque starter, alternator, hydraulic handbrake and many suspension bits. Please call 07917 450063.
12563

MISCELLANEOUS

WORKSHOP MANUAL



£28. Factory edition, published by British Leyland in 1972, par no AKD 4935. Please call 07399 359072, Canterbury.
12480

MISCELLANEOUS WANTED

MINI BONNET BADGE



Wanted. For 1996 BMC mini. Please call 07938 945451.
12026



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Engines

Engine	+ Gearbox
998cc - A series, A+ & Cooper	£2718 £4089
1275cc - A series, A+	£2546 £3992
1275cc - Cooper Carb	£2621 £4078
1275cc - SPI and MPI	£2479 £3937
Surcharge from	£1260 £1800

+= Engine and Gearbox

(all prices are exchange, we need your old units)

Reconditioned Gearbox

Reconditioned in our own workshops. The casing is chemically cleaned and then fully rebuilt with new bearings, shafts and baulk rings.



Rod type gear change - 850cc to 1275cc A series	£873
Rod type gear change - 998cc to 1275cc A+	£881
Remote type gear change - 850cc to 1275cc	£852

(all prices are exchange, we need your old gearbox)

Gearbox Repair Kits

Bearing Kits
Full set of Top Quality gearbox bearings manufactured for Mini Sport, perfect for reconditioning.

A series rod & remote type gear change	£102
A+ rod type gear change	£103

Reconditioning Kits

Completely matched set of Mini Sport top quality products for reconditioning Mini Gearboxes.



A series rod and remote	£258
A+ rod change	£253

Crankshafts

Precision reground by Mini Sport.



Reground	From £299
New 1275cc	£480

(all prices are EXCHANGE, we need your old Crankshaft)

Pistons

Set of 4.	
998cc Dished - Circlip fit	From £305
1275cc Slipper Standard Compression	£186
1275cc Slipper High Compression	£243

Engine Timing

Simplex set	£26
Duplex set	£35
Simplex chain only	£4
Duplex chain only	£7
Chain tensioner	£10
Tensioner bracket	£7



Oil Pumps

Slot drive 998cc or 1275cc	£17
Peg Drive 998cc	£17
Slot drive turbo	£41
Spider drive 1275	£17



Std. Disc Brake Assemblies

7.5" Cooper S Disc brake assembly	£713
8.4" '84on Disc brake assembly	£683
12" to 10" Disc brake conversion kit	£189



Cooling

Radiators

Alloy 2 core	From £115
Standard 3 core	£71
Mini SPI radiator	£130
Mini MPI radiator	£94
Expansion tank & cap - MPI	£84
Thermostats	From £3
Radiator caps (7-15lbs)	From £4



Fans/Belts

11 Blade plastic fan	£17
6 Blade steel fan, yellow	£46
Fan belts	From £4



Water Pumps

High capacity	£17
MPI water pump	£17



Heater Valves

Cylinder head mounted valve	£20
Inline valve ('90-'96)	£30
Inline valve MPI ('97on)	£30



Heater Matrix

Mk1 & 2 '59-'69	£82
Mk3 '70-'84	£59
Mk4 '84-'90	£52
Mk5 '91-'01	£65



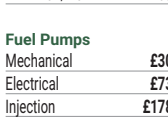
Fuelling

Single SU Carbs	
HS2, HS4, HIF44	Fr.£355
Twin SU Carbs Kits	
1 1/2" HS2	£1048
1 1/2" HS4	£1051



Service Kits

HS2/HS4	£38
HIF44	£40
Twin HS2/HS4	£59
Inlet Manifolds	
Alloy water heated	£46
Twin HS2 or HS4	£107



Fuel Pumps

Mechanical	£30
Electrical	£73
Injection	£178



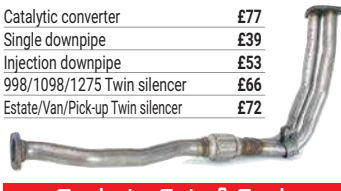
Oil & Filters

Castrol 4.5 ltr	£34
Castrol 1 ltr	£8
Millers classic 5 ltr	£26
Spin-on oil filter	From £5
Early oil filter element	£8
Standard air filter	£5
Injection air filter	£7



Standard Exhaust

Catalytic converter	£77
Single downpipe	£39
Injection downpipe	£53
998/1098/1275 Twin silencer	£66
Estate/Van/Pick-up Twin silencer	£72



Gaskets, Sets & Seals

Engine full set	From £11
Gearbox set - all Minis	£10
Head full set	From £11
Copper head gasket	From £11
Manifold gaskets	From £2



Suspension

Front set	£48
Rear set	£66
Full Mini kit	£98

ADJUSTA RIDE
Quick & Easy height adjustment. Replaces original trumpet & knuckle joint, without modification.



Shock Absorber Kits

Car set of Adjusta Rides & 4 shock absorbers.	
Gmax shocker kit	£192
KYB Oil shocker kit	£147
KYB gas shocker kit	£184
Bilstein B4 shocker kit	£169



Shock Absorbers

KYB Oil shock absorbers	Each £18
KYB Gas shock absorbers	Each £35
Bilstein B4 Gas	Each £22
GMAX shock absorbers	Each £26



Suspension Parts

The ONLY genuine rubber cone

Rubber cone, genuine	£44
Top arm RH	£65
Top arm repair kit	£14
Bottom arm LH or RH	£41
Bottom arm bush	Each £2
Tie rod with bushes	Each £14
Tie rod bush, standard	£1
Radius arm, exchange	£139
Radius arm repair kit	£10
Top shocker mount RH or LH	£15
Ball joint kit (1 side)	£9
Knuckle joint	£5
Bump stops	From £4
Rebound buffer, front	£3



Brake Parts

Calipers - Each (RH/LH)

Caliper Cooper 'S' - 7.5"	£76
Caliper Mini '84on - 8.4"	£90
Caliper piston - Cooper 'S'	£8
Caliper piston - Mini '84on	£13
Caliper seal kit - Cooper 'S'	£6
Caliper seal kit - Mini '84on	£5



Master Cylinders

Cooper 'S'/GT - plastic reservoir	£48
Cooper 'S'/GT - tin reservoir	£81
Yellow tag Mini '85on	£78
Green tag Mini '89on servo	£89
Wheel cylinder	From £9
Brake hoses	From £5
Handbrake cables	From £6
Handbrake quadrant	Each £17



Brake Pads & Shoes

Mintex road 7.5" Cooper S	£21
EBC Green stuff pads 7.5" Cooper S	£39
Mintex road 8.4" discs	£12
EBC Green stuff 8.4" discs	£32
Mintex road 4 pot calipers	£15
EBC Green pads 4 pot calipers	£46
Mintex rear shoes	£14
Mintex front shoes	£15



Brake Disc & Drum

Disc Cooper S - 7.5"	Each £29
Disc Mini '84 on - 8.4"	Each £15
Drum standard	Each £13
Drum spacer type	Each £19



Lamp Kits

Rover Cooper Lamp Kit
(4 lamps, 4 brackets)

Full kit: 2 drive lamps & 2 fog lamps	£389
Full kit: 4 drive lamps	£389
Genuine lamps, fog or drive	Each From £68



Works Lamp Bar Kit

Lamp Bar, wiring, 2 Drive and 2 Fog lamps	
Works lamp bar kit	£171
Works lamp bar	£66

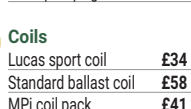


Ignition

Ignition switch Mk4 on with 2 keys	£49
Ignition switch MPI with 2 keys	£70

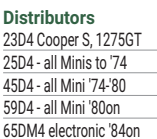


Plug lead set	From £12
NGK spark plugs	From £3



Coils

Lucas sport coil	£34
Standard ballast coil	£58
MPI coil pack	£41



Distributors

23D4 Cooper S, 1275GT	From £49
25D4 - all Minis to '74	From £51
45D4 - all Mini '74-'80	From £38
59D4 - all Mini '80on	From £47
65DM4 electronic '84on	£96



Alternators & Starters

16/17ACR pre '80 NEW	£56
45 Amp '80-'85 exchange	£76
55 Amp '85-'96 exchange	£58
70 Amp '85-'96 inc SPI NEW	£72
MPI '97-'01 exchange	£107
Dynamo - NEW	£71



Starter Motors

Pre engaged type - NEW	£83
Inertia type - NEW	£62



Wiring Looms

Mk1/2 Mini, Cooper & 'S'	From £190
Van/Traveller/Pick-up	From £230
Mk3 Mini, Cooper & 'S'	From £230
Mk4 2 or 3 clock	From £310



CV Joints Inner & Outer

Outer CV joint - Drum	£37
Outer CV joint - Disc	£41
Inner CV pot joint	£40
Rubber drive coupling	£31



Rubber boot kit outer CV	£5
Rubber boot kit inner CV pot joint	£5



Wheel Bearings

Front drum brake	£12
Front disc brake	£13
Rear	£13
TIMKEN front disc brake	£53
TIMKEN rear	£49



Swivel Hubs

Fully built standard hubs with ball joints & bearings	Each £122
Standard front hub	Each £58
Standard rear hub	Each £38



Drive Flanges

Drum brake type	Each £29
7.5" Disc type	Each £21
8.4" Disc type	Each £28



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Includes a World 1st in Mini Design:
4-piston aluminium MONOBLOCK
lightweight rigid brake calipers

It's the ultimate braking experience.
Completely focused & performance
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brake kit is equally at home on the
track as it is on the open road.

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Connecting Mini fans around the World!

Body Brightwork

Grilles

Internal or External Bonnet Release type

Cooper 8 blade	£59	Mk1 Austin Cooper	£102
Cooper lamp holes	£111	Mk1 Morris Cooper	£86
Mk5 wavy classic	£92	Mustache surround	£100
11 blade chrome	£91	Mustache ends	Each £12
Grille side surrounds	£12	Clips mustache ends	
Grille top surround	£21		
Mk1 Austin wavy	£101		Each £1

Internal Bonnet Release

Complete Kit

Grille Buttons

Chrome or Black Set



Mirrors

Stainless, door	Each Fr. £20
Black, door	Each £22
Chrome bullet	Each Fr. £33
Downton style	Each £22
Cooper - White	Pair £53
Cooper - Chrome	Each £33
Clip on classic	Each £22

Bumpers

Black	£51
O.E. spec stainless	£64
Chrome	£46
Chrome budget	£39
Stainless Mk1	£68

Override & Corner Bars

Mk1 kit	£156
Mk1 kit & bumpers	£285
Mk2 override kit	From £58

Brightwork

S/S Headlamp peaks	£10
S/S Headlamp stoneguards	£11
Mk3 chrome no. plate lamp	£21
S/S Seam mouldings	Pair £26
Boot hinges - chrome	£13
Plain door handle scoops	£8
Alloy dip stick: blue, red, silver	£10
Aston style fuel cap	£19
Union Jack badge	£5
Cooper boot badge '96on	£13
GB boot badge	£5
Cooper S Mk3 bonnet badge	£25
Mk3 boot handle	£27

Wheel Arches

Special arches, black	£25
Chrome covers for special arches	£125
Monte Carlo style	£76
Sports pack style - glassfibre arches	£106
Group 2 glassfibre arches	£64
Group 2 race glassfibre arches	£69

Tools for the Job

Screen Lock strip tool	£13
Suspension cone tool	£30
Flywheel puller	£30
Socket flywheel/ Ball joint	£42
Sump plug socket	£9
Brake adjusting spanner	£11
Ball joint separator	£32
Grease gun	£32
Helicoil kit	From £30
Stud extractor set	£54
Oil filter removal tool	£25
Brake pipe flaring tool	£39
Eezibleed	£37

Subframes



Front - dry suspension type	£506
Front fully built, to '97	£2116
Front subframe mountings	From £4
Rear - dry suspension type	From £259
Rear - dry suspension type - POWDER COATED	
	From £281
Rear Mini Sportspack '97on	£475
Rear fully built to '97	£2188
Rear subframe fitting kit	From £32
Rear subframe trunion, rectangular or stepped	£25

Windscreens



Front Screens

Clear	£41
Clear heated	£254
Tinted	£50
Tinted heated	£222
Top tinted	£48
Top tinted heated	£232
Rubber seal	From £10
Locking strip	£8

Rear Screens

Clear	£121
Clear heated	£209
Mk1 clear	£155
Mk1 clear heated	£248
Rubber seal	£10
Locking strip tool	£13

Body Seals & Finisher Strips

Rear 1/4 glass seal - open	£9
Rear 1/4 glass seal - fixed	£11
Mk3 door seal	£17
Mk3 door inner chrome strip	£16
Door outer chrome strip	£20
Mk4 boot lid seal	£10
Mk4 bonnet drip rail	£8
Sill trim late - black	£9
Sill trim chrome deluxe	From £14
Roof gutter trim - black	£12

Hinges & Fittings

Door hinge set - external	£143
Door hinge set - internal	From £75
Door check strap	From £15
Door check arm assembly	£10
Bonnet hinge	£20
Boot hinges - pair	From £17

Carpet Sets

Standard black, red or grey	£29
Deluxe black, red or brown	£45
Newton Commercial	
From £232	
Sound insulation kit	£45



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Motor Heritage & Magnum Classic Mini
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Panels	Non-Gen	Genuine
A panel Mk3 - RH/LH	£17	£25
A post hinge panel - RH/LH	£18	£29
Bonnet Mk2on	£170	£196
Boot floor & battery box	-	£258
Boot floor rear repair	£30	-
Battery box	£31	£62
Door skin Mk3on - RH/LH	£44	£96
Door step, shaped - RH/LH	£16	£94
Floor panel front to rear inc sill RH/LH	£89	£118
Front floor well - RH/LH	£28	-
Front panel '76on	£69	£208
Front panel to '76	£77	£208
Clubman front panel	-	£259



Panels	Non-Gen	Genuine
Front wing - early	£62	£112
Front wing - late	£62	£112
Front wing - Clubman	-	£126
Pocket closing plate	-	£16
Pocket filler	£7	£16
Rear floor well - RH/LH	£38	-
Rear valance all models	£20	£61
Rear valance closing assembly	£30	£43
Rear wheel arch	£68	£101
Screen corner repair	£18	-
Scuttle screen lower complete	£52	£149
Seam cover front	£12	£19
Seam cover rear	£13	£21
Sill inner repair - RH/LH	£17	-
Sill outer 4.5" Mk3on - RH/LH	£20	£45
Sill outer 9" Mk3on - RH/LH	£28	-

Body Shells



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Books & Manuals

Owners manual - '59-'69	£25
Mini workshop manual - '69-'01	£17
Tuning A Series 3rd edition	£23
Weber & SU carburettor manual	£17
Mini restoration manual	£30
Mini Cooper - Rally giants	£16
Ultimate Mini restoration manual	£40
Mini Essential buyers guide	£10
Anatomy of the classic Mini	£35
Mini Minor to Asia Minor	£16
1275 A-Series manual	£35
Anatomy of the Works Mini	£20
BMC competition secrets	£25



The Mini scrapbook	£20
The Self Preservation Society	
How To Prepare	£45
A Historic Racing Mini	£25
Tony Ambrose autobiography	
- Ever the bridesmaid	£15



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